MD 237 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO BE RELOCATED (SHOWN AT FINAL LOCATION)

11A — AMBER DR — DUAL FACED

12A — FIRE DEPT LN — DUAL FACED

EXISTING SIGNS

13 — SOUTH MARYLAND 237 — SHIELD ASSEMBLY (30"x51")

14 — NORTH MARYLAND 237 — SHIELD ASSEMBLY (48"x75")

15 — NORTH MARYLAND 237 — SHIELD ASSEMBLY (30"x51")

16 — SOUTH MARYLAND 237 — SHIELD ASSEMBLY (48"x75")

9,10 — NEW — W3-3 (36" x 36") W/"NEW" PANEL (24" x 24") AND FLAGS

SPECIAL NOTES:

1. CONTRACTOR SHALL INSTALL CONDUIT AT SUFFICIENT DEPTH TO AVOID DISTURBANCE DURING ROADWAY CONSTRUCTION. CONDUIT SHALL BE INSTALLED PRIOR TO BEGINNING ROADWAY CONSTRUCTION.
2. INSTALL HANDHOLE WITH LONG DIMENSION PERPENDICULAR TO TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES. EXTEND CONDUIT A MINIMUM OF 2 IN. AND MAXIMUM OF 3 IN. INTO HANDHOLE.

EXISTING VIDEO DETECTION CAMERA

a,b

EXISTING OPTICOM DETECTOR EYE TO BE RELOCATED (SHOWN AT FINAL LOCATION)

d,e,f

EXISTING SIGNALS TO BE RELOCATED (SHOWN AT FINAL LOCATION)

1-4,7,8 — R Y G — 12"

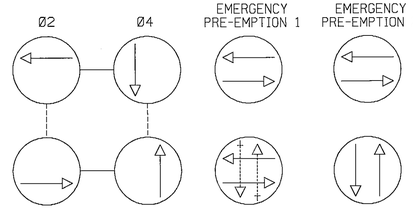
EXISTING SIGNALS TO REMAIN

5,6 — R Y G — 12"

VIDEO ZONE DETECTION

a

NEMA PHASING



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

CONSTRUCTION DETAILS

A. RELOCATE EXISTING SIGNAL HEADS AND OPTICOM DETECTOR EYES ON SPAN WIRE AS SHOWN.

B. INSTALL HANDHOLE.

C. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

D. REMOVE EXISTING PAVEMENT MARKINGS.

E. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE). STA. 4163+10.9', 68.3 LT.

F. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.

G. ADJUST VIDEO DETECTION CAMERAS TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES.

H. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE). STA. 4162+58.8', 66' LT.

J. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01. (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE). STA. 4162+34.9', 52.7' LT.

MAINTENANCE OF TRAFFIC LEGEND

- PRECAST TEMP F-SHAPE CONC TRAFFIC BARRIER
- PERMANENT PAVEMENT TO BE CONSTRUCTED
- PERMANENT GRIND AND WEDGE PAVEMENT TO BE CONSTRUCTED
- TEMPORARY PAVEMENT TO BE CONSTRUCTED
- TEMPORARY PAVEMENT OPEN TO TRAFFIC
- REMOVE PAVEMENT
- TRAFFIC FLOW ARROWS
- CRASH CUSHION SAND FILLED PLASTIC BARRELS (45 MPH)
- DRUMS
- TEMPORARY TRAFFIC SIGNS AND SUPPORTS

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. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
7. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
8. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
9. SEE MAINTENANCE OF TRAFFIC PLANS FOR ADDITIONAL PAVEMENT MARKING DETAILS.
10. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
11. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.

GENERAL NOTES

12. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
13. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
14. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
15. REFER TO TSP-2 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.

GEOMETRIC LEGEND: EXISTING / PROPOSED

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

APPROVALS: TEAM LEADER; ASSY. DIV. CHIEF; DIVISION CHIEF; OFFICE DIRECTOR

REVISIONS

2 GREENLINE REVISION NO. 2 INSTALL TEMPORARY TRAFFIC SIGNAL 6/23/2009 — SRB NML

PLOTTED: 06-23-2009
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BY: Sbloss

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STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 237 FROM MD 235 TO PEGG ROAD

MD 237 AND AMBER DRIVE /FIRE DEPARTMENT LANE

TRAFFIC SIGNALIZATION PLAN - PHASE 2

SCALE 1" = 20' ADVERTISED DATE APRIL 3, 2009 CONTRACT NO. SM7575171

DESIGNED BY S. Bloss — COUNTY ST MARYS
DRAWN BY S. Bloss — LOGMILE
CHECKED BY N. Leary 6/30/09 — TIMS NO. H783
F.A.P. NO. ACSTP-HP-2442(001)E — TOD NO.

TS NO. 4690 | DRAWING TSP-1A OF 16 | SHEET NO. 2A OF 36