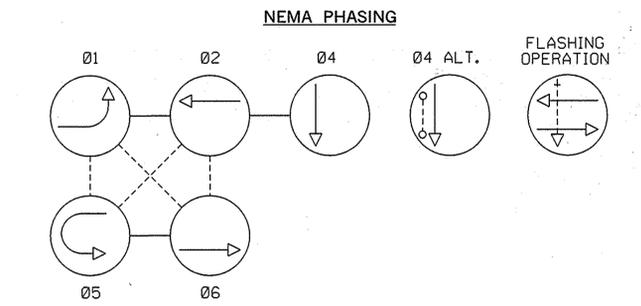
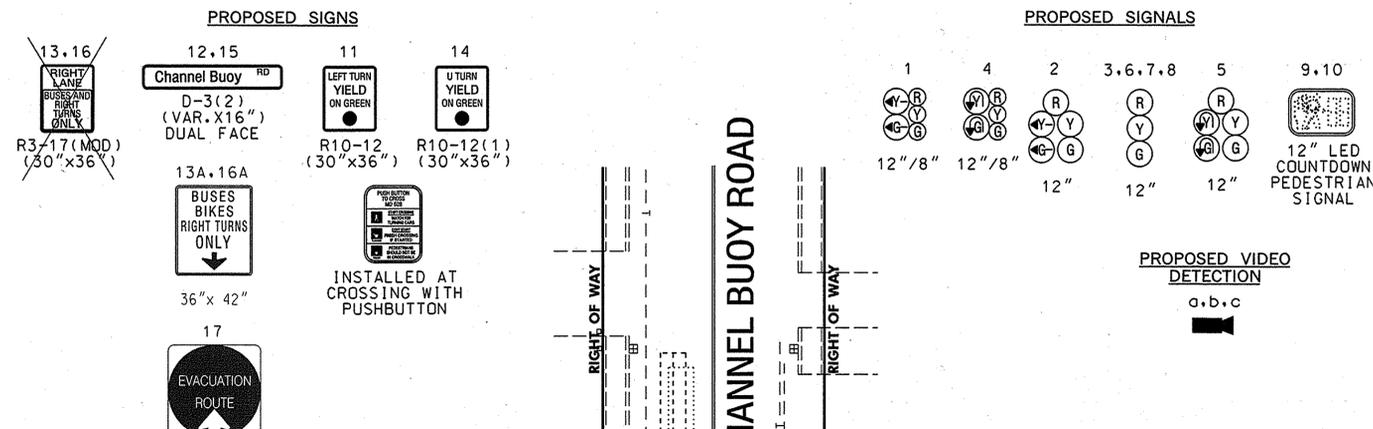
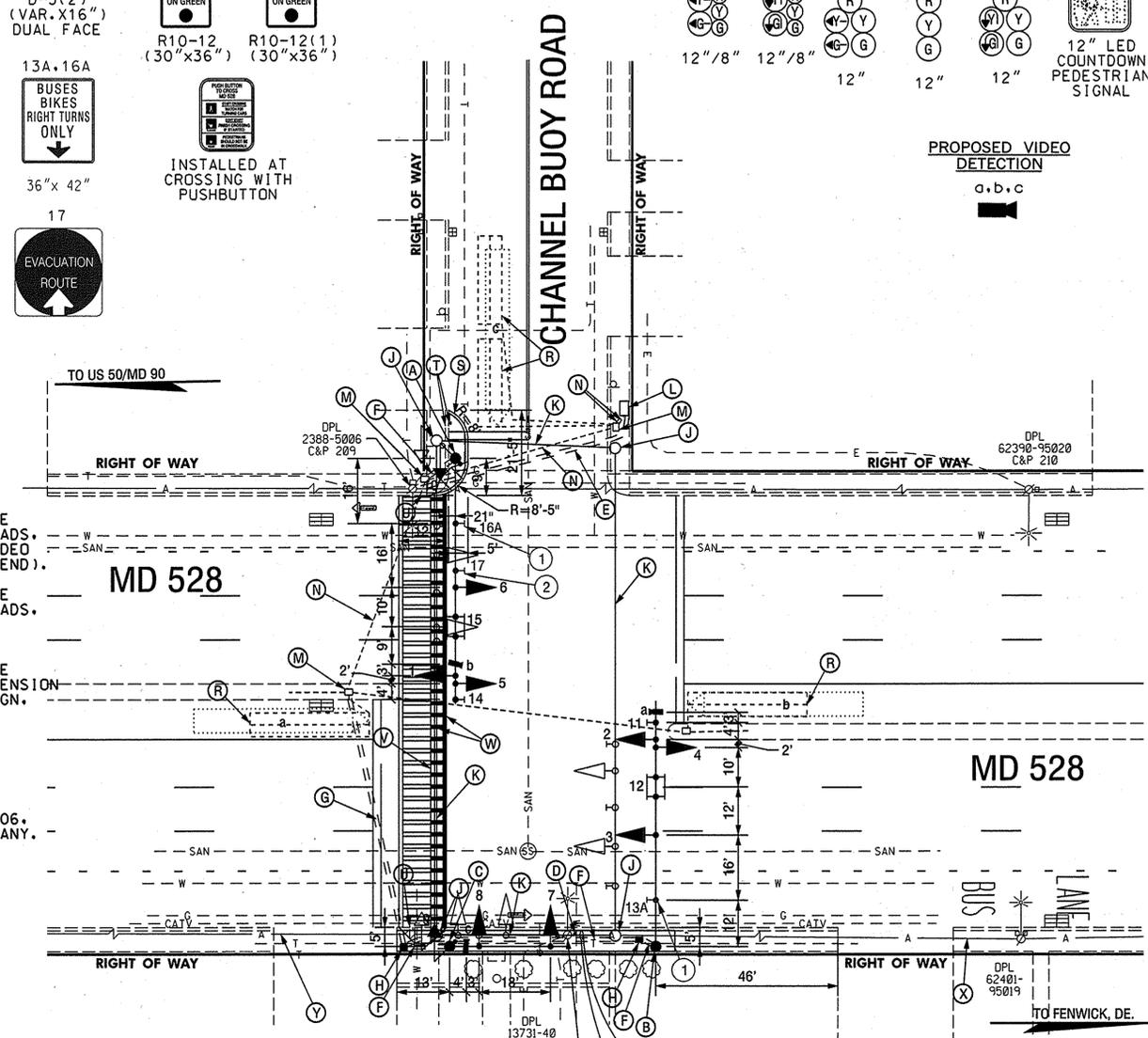


MD 528 IS ASSUMED TO RUN IN A NORTH / SOUTH DIRECTION



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



- CONSTRUCTION DETAILS**
- A. INSTALL CONCRETE FOUNDATION WITH A 18 FT STEEL POLE WITH SINGLE 60 FT MAST ARM WITH SPECIAL 15 FT "T" DIMENSION WITH SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN, AND OVERHEAD VIDEO DETECTION CAMERA. (NOTE: ONE 3. IN. PVC SCHEDULE 80 CONDUIT BEND).
 - B. INSTALL CONCRETE FOUNDATION WITH A 18 FT STEEL POLE WITH SINGLE 60 FT MAST ARM WITH SPECIAL 15 FT "T" DIMENSION WITH SIGNAL HEADS, SIGNS, AND OVERHEAD VIDEO DETECTION CAMERA. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
 - C. INSTALL CONCRETE FOUNDATION WITH A 18 FT STEEL POLE WITH SINGLE 38 FT MAST ARM (CUT DOWN TO 28 FT.) WITH SPECIAL 15 FT "T" DIMENSION WITH SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN, AND OVERHEAD VIDEO DETECTION CAMERA. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
 - D. REMOVE EXISTING SIDEWALK AND INSTALL NEW CONCRETE SIDEWALK. (CONTRACTOR SHALL MATCH EXISTING SIDEWALK SLOPE).
 - E. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED. STUB-UP CONDUIT BEND AT BASE OF EXISTING UTILITY POLE# 2388-5006. FOR POWER FEED. SERVICE CONNECTION SHALL BE MADE BY POWER COMPANY.
 - F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
 - G. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.
 - H. INSTALL HANDHOLE.
 - J. REMOVE EXISTING POLE, ALL ASSOCIATED EQUIPMENT AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
 - K. REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED EQUIPMENT.
 - L. USE EXISTING BASE MOUNTED CONTROLLER, CABINET.
 - M. USE EXISTING HANDHOLE.
 - N. USE EXISTING CONDUIT.
 - O. CAP AND ABANDON EXISTING CONDUIT.
 - R. DISCONNECT AND REMOVE EXISTING LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.
 - S. INSTALL NEW 8 IN. CURB AND 12 IN. GUTTER. (CONTRACTOR SHALL MATCH EXISTING CURB AND GUTTER SLOPE AND DIMENSIONS).
 - T. REMOVE EXISTING CURB AND GUTTER AND INSTALL NEW CONCRETE SIDEWALK. (CONTRACTOR SHALL MATCH EXISTING SIDEWALK SLOPE).
 - U. INSTALL NEW SIDEWALK RAMP PER MSHA STANDARD DETAIL NO. 655.11.
 - V. REMOVE EXISTING PAVEMENT MARKING. (OUTTER EDGE LINE)
 - W. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
 - X. REMOVE AND REPLACE INTERCONNECT TO GOLD COAST MALL INTERSECTION. USE EXISTING ATTACHMENTS.
 - Y. REMOVE AND REPLACE INTERCONNECT TO OLD LANDING ROAD INTERSECTION. USE EXISTING ATTACHMENTS.

- GENERAL NOTES**
1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
 3. ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
 4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED EXCEPT THE CONTROLLER UNIT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
 6. 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 CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
 7. 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.
 8. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLES IN CONDUIT SYSTEM.

AERIAL CABLE DETAIL

PRIMARY	40' +
SECONDARY	26' 8"
I/C	26' 4"
SECONDARY	23' 8"
	GRADE

- CONSTRUCTION DETAILS**
- ① REMOVE EXISTING LANE RESTRICTION SIGN AND INSTALL NEW SIGN AT SAME LOCATION ON MAST ARM AS SHOWN.
 - ② INSTALL EXISTING EVACUATION ROUTE SIGN TO MAST ARM AS SHOWN.

GEOMETRIC LEGEND

-----	EXISTING
=====	PROPOSED
-----	PROPOSED GEOMETRIC WORK ZONE

UTILITY LEGEND

-----SD	STORM DRAIN
-----G	GAS MAIN
-----W	WATER MAIN
-----SAN	SEWER MAIN
-----E	ELECTRIC CABLES
-----A	AERIAL CABLES
-----T	TELEPHONE CABLES
-----FO	FIBER-OPTIC

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 EMAIL: TRAFFIC@TRAFFIC-CONCEPTS.COM

APPROVALS

TEAM LEADER	ORIGINAL ON FILE
ASST. DIV.	
OTVISTOR CHIEF	
OFFICE DIRECTOR	

REVISIONS

①	INSTALL RESTRICTED RIGHT LANE SIGNS	7-14-08
MR	SHA CONTRACT No. AT909185	11-07-04
②	SIGNAL RECONSTRUCTION	
	SHA CONTRACT No. AT3555185	
SWA		
E	REPLACE SPAN WIRE AND SIGNALS	12-15-97
RRZ	MR	DAZ
	BRK	TH

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
MD 528 AND CHANNEL BUOY ROAD

TRAFFIC SIGNAL PLAN

SCALE 1"=20'	DATE JUNE 18, 1976	CONTRACT NO. 855-25001
DESIGNED BY N/A	COUNTY WORCHESTER	
DRAWN BY SERID & KAPLAN	LOGMILE 23052802.34	
CHECKED BY DRD	T.I.M.S. NO. 2673	
F.A.P. NO. N/A	TOD NO.	
DRAWING NO. TS-1430F	SHEET NO. 32 OF 46	