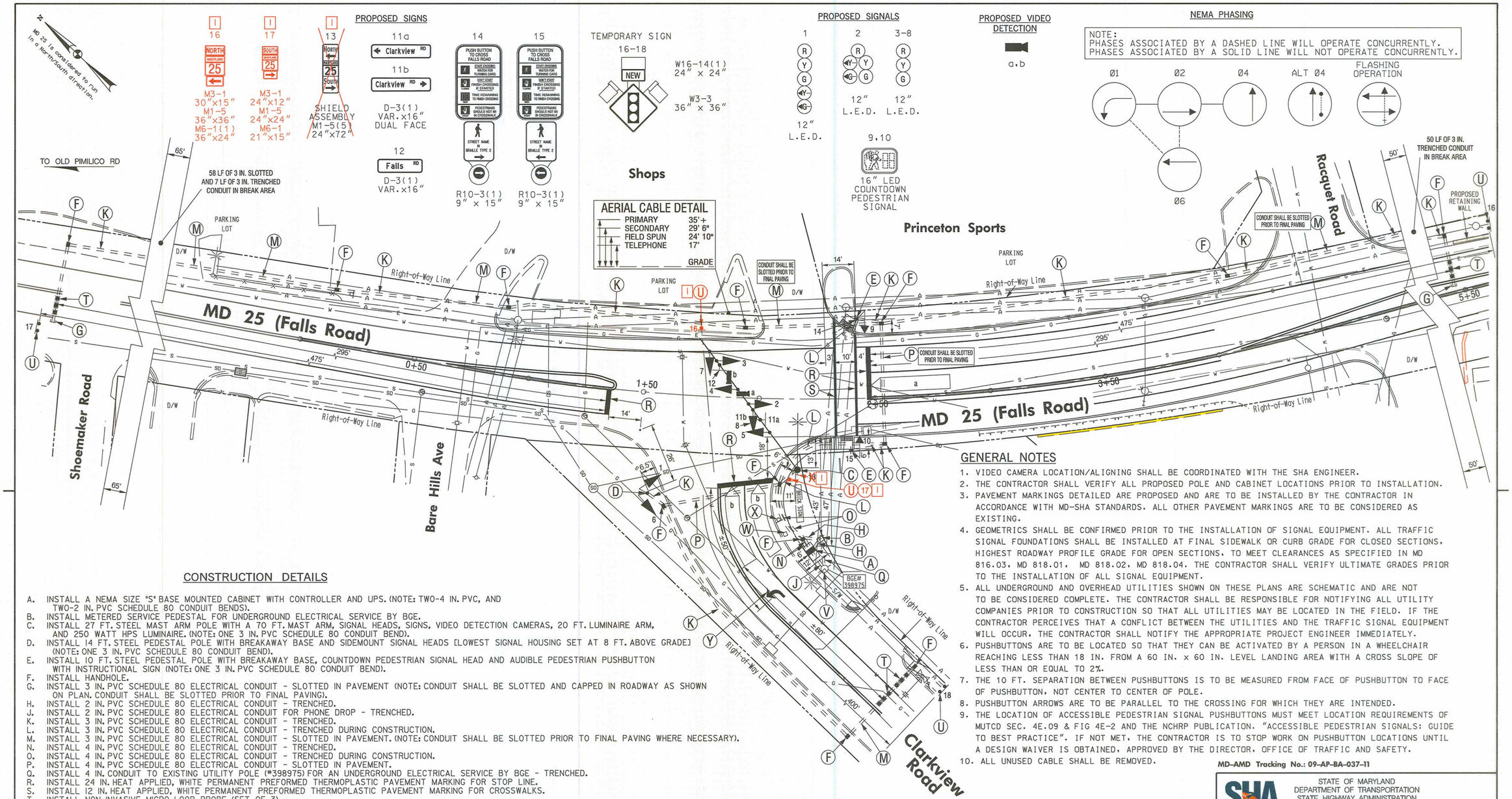

GENERAL NOTES

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. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH MD-SHA STANDARDS. ALL OTHER PAVEMENT MARKINGS ARE TO BE CONSIDERED AS EXISTING.
4. GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT 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.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES 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 EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 IN. FROM A 60 IN. x 60 IN. LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
7. THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
9. THE LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 & 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.
10. ALL UNUSED CABLE SHALL BE REMOVED.

MD-AMD Tracking No.: 09-AP-BA-037-11

CONSTRUCTION DETAILS

A. INSTALL A NEMA SIZE "S" BASE MOUNTED CABINET WITH CONTROLLER AND UPS. (NOTE: TWO-4 IN. PVC, AND TWO-2 IN. PVC SCHEDULE 80 CONDUIT BENDS).
B. INSTALL METERED SERVICE PEDESTAL FOR UNDERGROUND ELECTRICAL SERVICE BY BGE.
C. INSTALL 27 FT. STEEL MAST ARM POLE WITH A 70 FT. MAST ARM, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS, 20 FT. LUMINAIRE ARM, AND 250 WATT HPS LUMINAIRE. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
D. INSTALL 14 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE AND SIDEMOUNT SIGNAL HEADS [LOWEST SIGNAL HOUSING SET AT 8 FT. ABOVE GRADE] (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
E. INSTALL 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE PEDESTRIAN PUSHBUTTON WITH INSTRUCTIONAL SIGN (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND).
F. INSTALL HANDHOLE.
G. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED IN PAVEMENT (NOTE: CONDUIT SHALL BE SLOTTED AND CAPPED IN ROADWAY AS SHOWN ON PLAN. CONDUIT SHALL BE SLOTTED PRIOR TO FINAL PAVING).
H. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
J. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT FOR PHONE DROP - TRENCHED.
K. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
L. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED DURING CONSTRUCTION.
M. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED IN PAVEMENT. (NOTE: CONDUIT SHALL BE SLOTTED PRIOR TO FINAL PAVING WHERE NECESSARY).
N. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
O. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED DURING CONSTRUCTION.
P. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED IN PAVEMENT.
Q. INSTALL 4 IN. CONDUIT TO EXISTING UTILITY POLE (#398975) FOR AN UNDERGROUND ELECTRICAL SERVICE BY BGE - TRENCHED.
R. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
S. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
T. INSTALL NON-INVASIVE MICRO-LOOP PROBE (SET OF 3).
U. INSTALL GROUND MOUNTED SIGN.
V. USE EXISTING UTILITY POLE (#398975).
W. EXISTING POSTAL SERVICE MAIL BOX TO BE RELOCATED/REMOVED BY OTHERS.
X. REMOVE EXISTING STOP SIGN ONCE SIGNAL HAS BEEN TURNED ON.
Y. INSTALL HEAT APPLIED PREFORMED THERMOPLASTIC PAVEMENT MARKING SYMBOL - LEFT ARROW.

1 Redline Revision
Dated January 24, 2013

SHA MDOT-SHA O.O.T.S.
S.H.A. Approval Date 1-25-13
T.S. # 4893 T.I.M.S. # L106

PROFESSIONAL CERTIFICATION - I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO.: _____ EXPIRATION DATE: _____

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 25 (FALLS ROAD) AT CLARKVIEW ROAD
BALTIMORE, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE December 6, 2012 CONTRACT NO. BW996M82
DESIGNED BY J. STORCK COUNTY BALTIMORE
DRAWN BY J. STORCK LOGMILE 03002500.97
CHECKED BY TIMS NO. L106
F.A.P. NO. N/A TOD NO. N/A
TS NO. 4893 DRAWING SG - 01 OF 01 SHEET NO. 1 OF 2

PLOTTED: Thursday, January 24, 2013 AT 03:53 PM
FILE: F:\2000\2000-0104\Desk\TEDO\p5G-P001_MD25 @ Clarkview.dgn

APPROVALS	REVISIONS
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

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Fax 410-931-6601
"Merging Innovation and Excellence"®

PLOTTED BY: JStorck

GEOMETRIC LEGEND
EXISTING
PROPOSED

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

POLE FOUNDATION FOR PEDESTRIAN PUSHBUTTONS
ALL POLE FOUNDATIONS WHERE PEDESTRIAN PUSHBUTTONS ARE TO BE LOCATED SHALL BE INSTALLED TO INCORPORATE PART OF THE FOUNDATION INTO EITHER THE CURB, RAMP, OR SIDEWALK, SO AS TO PROVIDE THE MAXIMUM ALLOWABLE ADA ACCESSIBILITY TO THE PUSHBUTTON.

THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF 1 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.