

MD 45 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

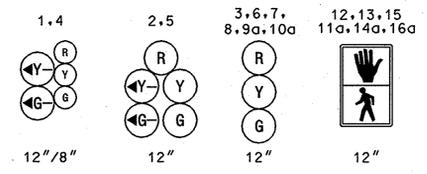
**EXISTING VIDEO DETECTION CAMERAS TO REMAIN**



**EXISTING VIDEO DETECTION CAMERAS TO BE RELOCATED**



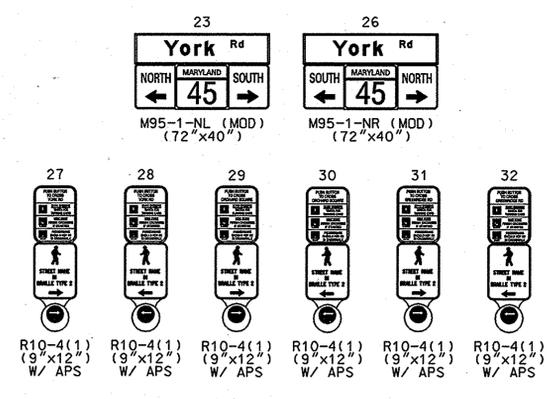
**EXISTING SIGNAL HEADS TO BE REMOVED**



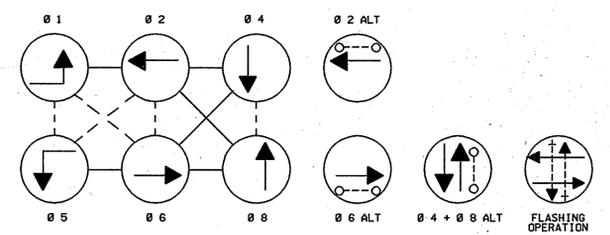
**EXISTING SIGNS TO BE RELOCATED**



**PROPOSED SIGNS**

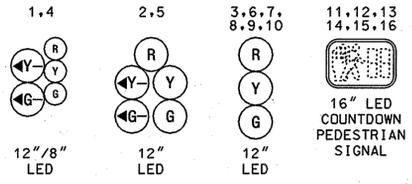


**NEMA PHASING**

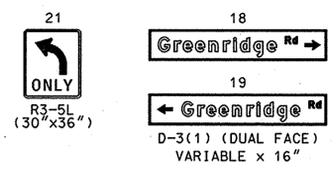


**PHASING NOTES:**  
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

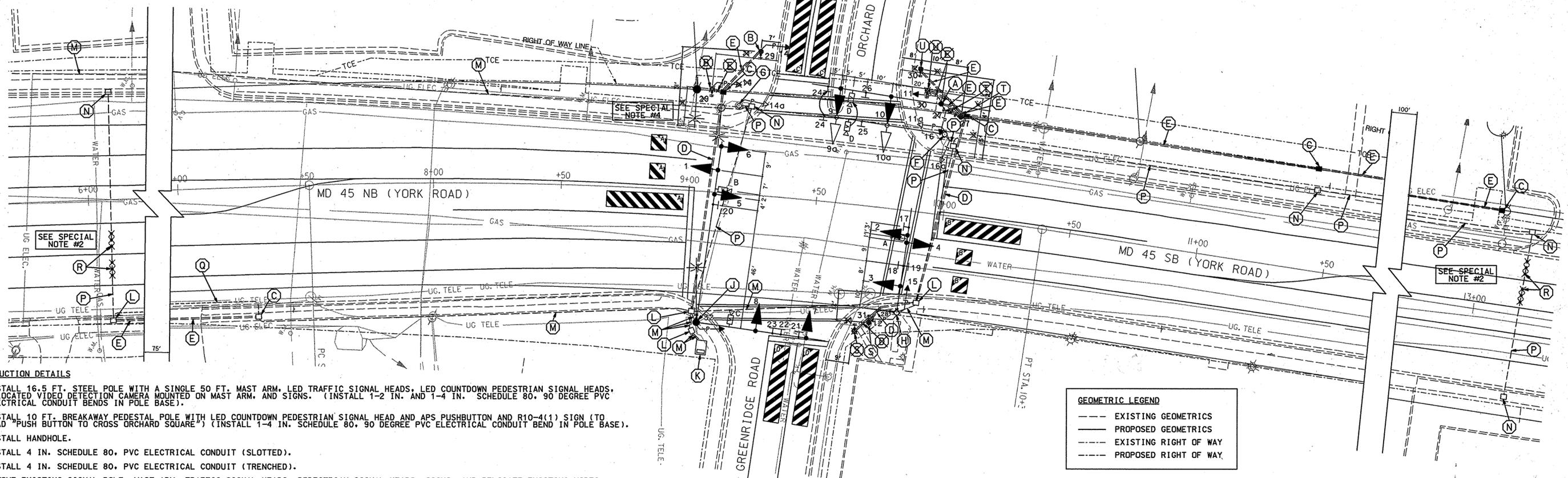
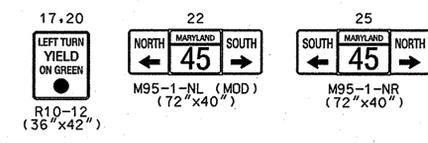
**PROPOSED SIGNAL HEADS**



**EXISTING SIGNS TO REMAIN**

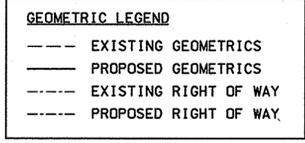


**EXISTING SIGNS TO BE REMOVED**



**CONSTRUCTION DETAILS**

- A. INSTALL 16.5 FT. STEEL POLE WITH A SINGLE 50 FT. MAST ARM, LED TRAFFIC SIGNAL HEADS, LED COUNTDOWN PEDESTRIAN SIGNAL HEADS, RELOCATED VIDEO DETECTION CAMERA MOUNTED ON MAST ARM, AND SIGNS. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).
- B. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD AND APS PUSHBUTTON AND R10-4(1) SIGN (TO READ "PUSH BUTTON TO CROSS ORCHARD SQUARE") (INSTALL 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE).
- C. INSTALL HANDHOLE.
- D. INSTALL 4 IN. SCHEDULE 80, PVC ELECTRICAL CONDUIT (SLOTTED).
- E. INSTALL 4 IN. SCHEDULE 80, PVC ELECTRICAL CONDUIT (TRENCHED).
- F. REMOVE EXISTING SIGNAL POLE, MAST ARM, TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, SIGNS, AND RELOCATE EXISTING VIDEO DETECTION CAMERA LOCATED ON MAST ARM. REMOVE FOUNDATION 12 IN. BELOW GRADE.
- G. REMOVE EXISTING PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN. REMOVE FOUNDATION 12 IN. BELOW GRADE.
- H. USE EXISTING SIGNAL POLE. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEADS AND APS PUSHBUTTON AND R10-4(1) SIGN (TO READ "PUSH BUTTON TO CROSS YORK RD").
- J. USE EXISTING SIGNAL POLE. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, 20 FT. LIGHTING ARM AND LUMINAIRE, AND APS PUSHBUTTON AND R10-4(1) SIGN (TO READ "PUSH BUTTON TO CROSS GREENRIDGE RD").
- K. USE EXISTING BASE MOUNTED CONTROLLER.
- L. USE EXISTING HANDHOLE.
- M. USE EXISTING CONDUIT.
- N. REMOVE EXISTING HANDHOLE.
- P. CAP AND ABANDON EXISTING CONDUIT.
- Q. ABANDON EXISTING LOOP DETECTOR.
- R. REMOVE EXISTING MICROLOOP DETECTOR.
- S. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH APS PUSHBUTTON AND R10-4(1) SIGN (TO READ "PUSH BUTTON TO CROSS GREENRIDGE RD") (INSTALL 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). CUT TOP OF POLE AS NECESSARY.
- T. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH APS PUSHBUTTON AND R10-4(1) SIGN (TO READ "PUSH BUTTON TO CROSS YORK RD") (INSTALL 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). CUT TOP OF POLE AS NECESSARY.
- U. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH APS PUSHBUTTON AND R10-4(1) SIGN (TO READ "PUSH BUTTON TO CROSS ORCHARD SQUARE") (INSTALL 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE). CUT TOP OF POLE AS NECESSARY.



**GENERAL NOTES**

1. 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.
2. MATERIALS TO BE REMOVED BY THE CONTRACTOR SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
3. 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 CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04, THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO INSTALLATION.

**SPECIAL NOTES**

1. VIDEO DETECTION ZONES SHALL BE ADJUSTED THROUGHOUT CONSTRUCTION OF THE MD 45 WIDENING PROJECT (BA7065171). THE FINAL DETECTION ZONES FOR LEFT-TURNS WILL BE ESTABLISHED AT THE COMPLETION OF THE WIDENING PROJECT WHEN FINAL PAVEMENT MARKINGS ARE IN PLACE.
2. MICROLOOP PROBE SETS SHALL BE INSTALLED IN FINAL MD 45 TRAVEL LANE LOCATIONS IMMEDIATELY PRIOR TO THE FINAL MD 45 PAVEMENT OVERLAY (SEE FINAL SIGNAL PLAN).
3. EXISTING PAVEMENT MARKINGS ARE SHOWN. SEE FINAL SIGNING AND PAVEMENT MARKING PLANS FOR PROPOSED PAVEMENT MARKINGS.
4. PROPOSED SW CORNER LIGHTING ARM AND LUMINAIRE TO BE RELOCATED ONTO NEW UTILITY POLE BY BGE.
5. NEW INTERCONNECT SHALL BE INSTALLED DURING PHASE 1 PRIOR TO REMOVING EXISTING INTERCONNECT.

GREENLINE REVISION NO. 1 PHASE 1

**SHA** STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 OFFICE OF TRAFFIC & SAFETY  
 TRAFFIC ENGINEERING DESIGN DIVISION  
 MARYLAND 45 (YORK ROAD) WIDENING  
 CAVAN DRIVE TO RIDGELY ROAD

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

SIGNALIZATION PLAN - MD 45 at Greenridge Road	
SCALE 1"=20'	DATE 8/14/87 CONTRACT NO. BA7065171
DESIGNED BY W.R. SMITH	COUNTY BALTIMORE
DRAWN BY W.R. SMITH	LOGMILE 03004503.41
CHECKED BY C.R.M.	T.I.M.S. NO. F159
F.A.P. NO. SEE TITLE SHEET	TOD NO.
DRAWING NO. 2141E1 SS-01	OF SS-25 SHEET NO. 69 OF 137

PLOTTED: THURSDAY, APRIL 19, 2007 AT 01:14 PM  
 FILE: G:\4674\10\DESIGN\ENGINEERING\PLANS\SET\SS01MD45 - GREENLINE NO.1.DGN

BY: JEHARKNESS

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