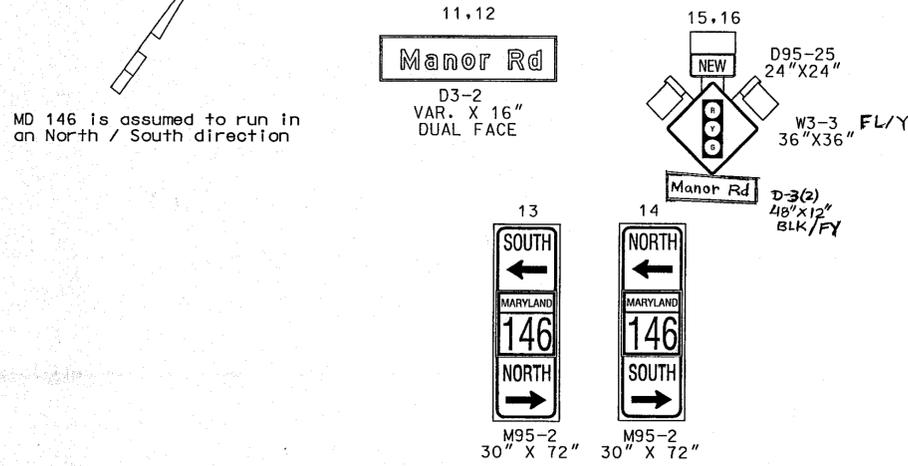


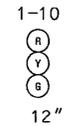
PROPOSED SIGNS



EXISTING SIGNS TO BE REMOVED



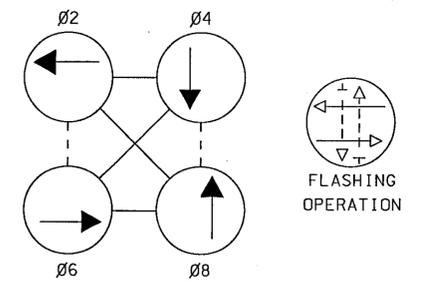
PROPOSED SIGNALS



PROPOSED VIDEO DETECTION CAMERAS

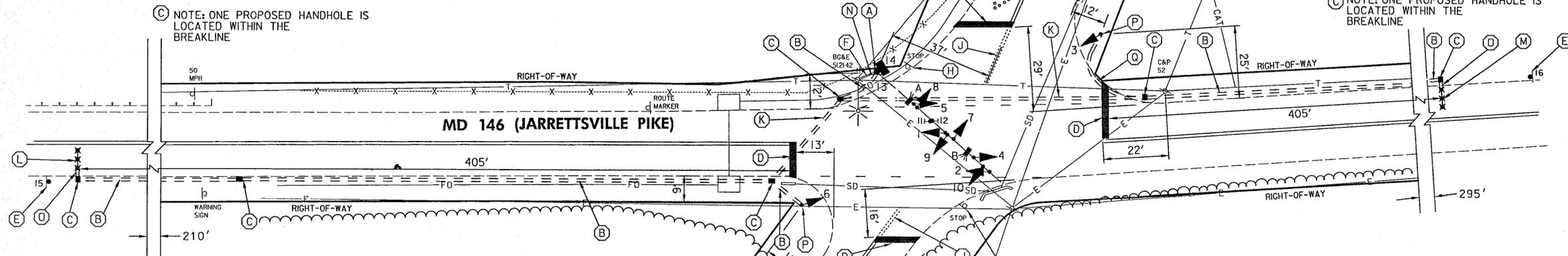


NEMA PHASING



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

NOTE: ONE PROPOSED HANDHOLE IS LOCATED WITHIN THE BREAKLINE

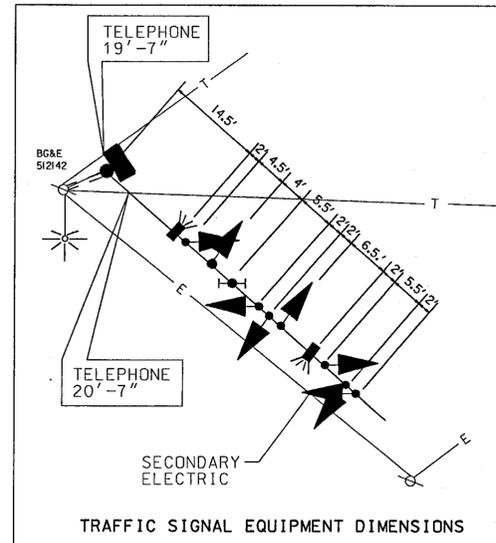


CONSTRUCTION DETAILS

- A. INSTALL MAST ARM POLE (15'T) WITH 60 FT MAST ARM, SIGNS, SIGNALS, VIDEO DETECTION CAMERAS, ELECTRICAL UTILITY SERVICE EQUIPMENT FOR OVERHEAD POWER FEED, 1" GALVANIZED RISER FOR OVERHEAD PHONE DROP, POLE MOUNTED CABINET AND TRAFFIC SIGNAL CONTROLLER. (NOTE: FOUNDATION REQUIRES 1-2" AND 2-3" CONDUIT BENDS.)
- B. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
- C. INSTALL ELECTRICAL HANDHOLE.
- D. INSTALL 24" HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
- E. INSTALL GROUND MOUNTED SIGN ON 4"x6" WOOD POST 350 FT. FROM STOP LINE
- F. OVERHEAD POWER FEED.
- G. VIDEO TRAFFIC DETECTION ZONE.
- H. REMOVE EXISTING GROUND MOUNTED SIGN AND POST.
- J. REMOVE EXISTING PERMANENT PAVEMENT LINE MARKINGS (ANY WIDTH).
- K. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT - BORED
- L. FURNISH AND INSTALL MICROLOOP PROBE SET WITH 500' LEAD-IN
- M. FURNISH AND INSTALL MICROLOOP PROBE SET WITH 1000' LEAD-IN
- N. OVERHEAD PHONE DROP
- O. INSTALL 1" LIQUID-TIGHT FLEXIBLE NON-METALLIC CONDUIT (DETECTOR SLEEVE)
- P. INSTALL CONCRETE FOUNDATION WITH 14 FT PEDESTAL POLE WITH SIGNAL HEAD (NOTE: 1-3 INCH PVC SCHEDULE 80 CONDUIT BEND)
- Q. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT - SLOTTED

GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THIS PLAN 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 UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.



UTILITY LEGEND

- G — G — GAS MAIN
- W — W — WATER MAIN
- S — S — SEWER MAIN
- E — E — ELECTRIC CABLES
- A — A — AERIAL CABLES
- T — T — TELEPHONE CABLES
- FO — FO — PROPOSED FIBER
- SD — SD — STORM DRAIN PIPE
- CAT — CAT — CABLE TV

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APPROVALS
 [Signatures and stamps of project engineers and traffic engineering division staff]

SUA MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
 TRAFFIC ENGINEERING DESIGN DIVISION
 TRAFFIC SIGNAL PLAN
 MD 146 (JARRETTSVILLE PIKE) @ MANOR ROAD
 JACKSONVILLE, MARYLAND

DRAWN BY: MRB F.A.P. NO. AC-STPG-000A(50)E TS NO. TS-4409 SHEET NO. 1 OF 2
 CHECKED BY: EBY S.H.A. NO. AT7175185
 SCALE: 1" = 20' COUNTY: BALTIMORE T.I.M.S. NO. G526
 DATE: APRIL, 2005 LOG MILE: 03146010.63

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