MD 150 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO REMAIN

18,19,22,27,32 — ONLY — R3-5L (30" X 36")

24 — EAST MARYLAND 150 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

26 — WEST MARYLAND 150 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

30 — WEST MARYLAND 150 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

31 — EAST MARYLAND 150 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

17,20 — White Marsh Blvd / Air Nat Guard — D-3(1) (VARIABLE x 32")

21,23 — Air Nat Guard / White Marsh Blvd — D-3(1) (VARIABLE x 32")

25,28,29,33 — Eastern Ave — D-3(1) (DUAL FACED) (VARIABLE x 16")

[1] 35,36 — PUSH BUTTON TO CROSS AIR NATIONAL GUARD — R10-4(1)MOD. 9" x 15"

PROPOSED SIGN

[2] 34 — R3-6 (30" X 36")

EXISTING SIGNALS HEADS TO REMAIN

1,2,5,6 — 12"

3,4,7,8,11,14 — 12"

15,16 [1] — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

[2] 10A,13A — 12"

EX. SIGNALS HEADS TO BE REMOVED

PROPOSED SIGNAL HEADS

[2] 9,12 — 8"/12"

10,13 [2] — 12"

PROPOSED OPTICOM DETECTOR EYE

[2] E

EXISTING VIDEO DETECTION CAMERA

a,b,c,d

NEMA PHASING

Ø 1, Ø 2, Ø 3 [2], [2] Ø 4, [1] Ø 3 ALT, Ø 5, Ø 6

[2] EMERGENCY PRE-EMPTION

FLASHING OPERATION

PHASING NOTES:

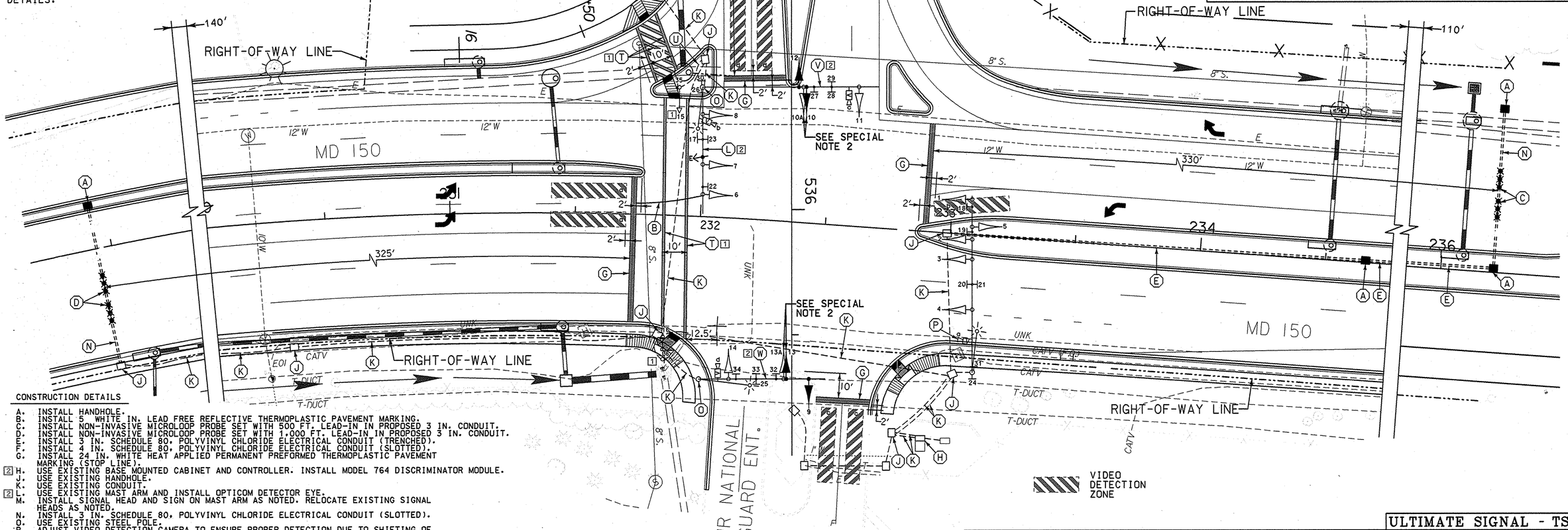
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

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. INSTALL CONDUIT PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS. REFER TO SIGNING AND PAVEMENT MARKING PLANS FOR ADDITIONAL DETAILS.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. 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.
6. REFER TO SIGNING AND MARKING PLANS FOR ADDITIONAL PAVEMENT MARKING DETAILS.

SPECIAL NOTES:

1. THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN [1] PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.
2. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING [2] SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.



CONSTRUCTION DETAILS

A. INSTALL HANDHOLE.
B. INSTALL 5 WHITE IN. LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING.
C. INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 500 FT. LEAD-IN IN PROPOSED 3 IN. CONDUIT.
D. INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 1,000 FT. LEAD-IN IN PROPOSED 3 IN. CONDUIT.
E. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
F. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
G. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
[2] H. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL MODEL 764 DISCRIMINATOR MODULE.
J. USE EXISTING HANDHOLE.
K. USE EXISTING CONDUIT.
[2] L. USE EXISTING MAST ARM AND INSTALL OPTICOM DETECTOR EYE.
M. INSTALL SIGNAL HEAD AND SIGN ON MAST ARM AS NOTED. RELOCATE EXISTING SIGNAL HEADS AS NOTED.
N. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (SLOTTED).
O. USE EXISTING STEEL POLE.
P. ADJUST VIDEO DETECTION CAMERA TO ENSURE PROPER DETECTION DUE TO SHIFTING OF TRAVEL LANES. ADJUSTING OF VIDEO DETECTION CAMERA WILL NOT BE MEASURED AND PAID BUT BE INCIDENTAL TO FURNISH AND INSTALL VIDEO DETECTION CAMERA UNIT COST.
Q. INSTALL NON-INVASIVE MICROLOOP PROBE SET WITH 1,000 FT. LEAD-IN IN PREVIOUSLY INSTALLED 3 IN. CONDUIT.
[1] R. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-4(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS EASTERN AVENUE.". (INSTALL 2-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
[1] S. INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-4(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS EASTERN AVENUE.". (INSTALL 2-2 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN PEDESTAL BASE).
[1] T. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
[1] U. INSTALL 2 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
[2] V. USE EXISTING MAST ARM AND REMOVE EXISTING SIGNAL HEAD AND INSTALL NEW SIGNAL HEADS AS NOTED.
[2] W. USE EXISTING MAST ARM AND REMOVE EXISTING SIGNAL HEAD AND INSTALL NEW SIGNAL HEADS AND SIGN AS NOTED.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
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Baltimore, Maryland 21231
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REVISIONS			
[2]	SPLIT PHASING ON MD 43 E.B. & ARMY NATIONAL GUARD ENT. SHA NO. BA8475171	3/2006	
SRB	NML		
[1]	ADDED COUNTDOWN PED. SIGNAL HEADS, APS AND CROSSWALK SHA NO. BA8475171	6/16/2006	
SRB	NML		
[B]	REBUILD TRAFFIC SIGNAL DUE TO GEOMETRIC IMPROVEMENTS SHA NO. BA8475171	10/18/02	
SRB	NML		
[A]	RECONSTRUCT HIBIS OVERHEAD, ADD TRAFFIC CONTROL SIGNAL SHA #AW2785185	8/97	
EMM			

APPROVALS

ORIGINAL ON FILE

TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ULTIMATE SIGNAL - TSP - 10

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNALIZATION PLAN
MD 150 AND MD AIR NATIONAL GUARD

DRAWN BY: S.R. BARANOWSKI	F.A.P. NO.	TS NO. 2568B	SHEET NO.
CHECKED BY: S.R. BARANOWSKI	S.H.A. NO.		
SCALE: 1" = 20'	COUNTY: BALTIMORE	T.I.M.S. NO. E442	OF
DATE: 9-24-87	LOG MILE:		

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