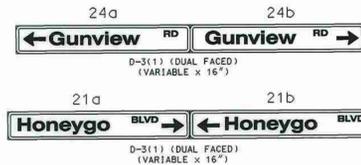
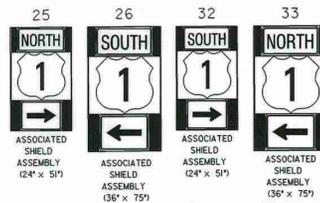
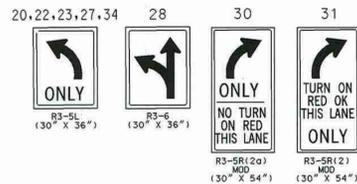


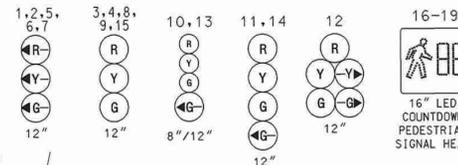
US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION



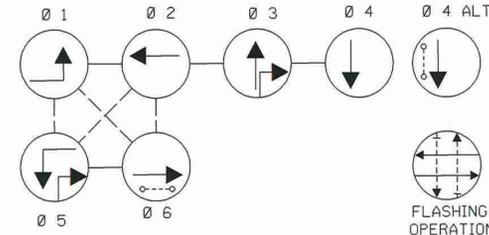
PROPOSED SIGNS



LED SIGNAL HEADS



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.

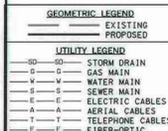
CONSTRUCTION DETAILS

- A. INSTALL 27' (CUT TO 24') STEEL POLE WITH 50' MAST ARM, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
B. INSTALL 27' (CUT TO 24') STEEL POLE WITH 70' MAST ARMS, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
C. INSTALL 27' STEEL POLE WITH 60' MAST ARM, LED TRAFFIC SIGNAL HEADS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS, VIDEO DETECTION CAMERAS, AND SIGNS, 15' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE/LAMP. (NOTE: 1-3" 90° PVC BEND).
D. INSTALL 27' STEEL POLE WITH 60' MAST ARM, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, 15' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE/LAMP AND SIGNS. (NOTE: 1-3" 90° PVC BEND).

CONSTRUCTION DETAILS cont.

- E. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, SIGN, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
F. INSTALL NEMA CONTROLLER WITH ALL NECESSARY EQUIPMENT HOUSED IN A BASE MOUNTED CABINET. (NOTE: 2-4" AND 2-2" 90° PVC BENDS).
G. INSTALL PROPOSED 24" HEAT APPLIED WHITE THERMOPLASTIC PAVEMENT MARKING.
H. INSTALL PROPOSED 12" HEAT APPLIED WHITE THERMOPLASTIC PAVEMENT MARKING.
J. HEAT APPLIED WHITE PERFORMED PERMANENT THERMOPLASTIC ARROW PAVEMENT MARKING.
K. INSTALL NON-INVASIVE DETECTOR WITH LEAD-IN TO CONTROLLER.
L. INSTALL METERED SERVICE PEDESTAL EMBEDDED. (NOTE: 1-4" AND 2-2" 90° PVC BENDS).
M. REPAIR SURFACE AREA, IN KIND.
N. INSTALL ELECTRICAL HANDHOLE.
O. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
P. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
Q. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
R. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.
S. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- SLOTTED.
T. USE EXISTING UTILITY POLE NO. 123065. INSTALL A 2" AND 4" PVC STUB 1' ABOVE GRADE AT THE BASE OF THE POLE FOR THE INSTALLATION OF THE PROPOSED PHONE DROP AND ELECTRICAL SERVICE.
U. INSTALL PROPOSED 5" HEAT APPLIED WHITE THERMOPLASTIC PAVEMENT MARKINGS (3-9 SKIPS).

- V. REPAIR CONCRETE SIDEWALK AND CURB WITH GUTTER.
W. REMOVE AND REPLACE CURB AND GUTTER.
X. REMOVE AND REPLACE CONCRETE SIDEWALK.



CENTURY ENGINEERING CONSULTING ENGINEERS - PLANNERS 10710 GILROY ROAD HUNT VALLEY, MD 21031

25003.89

GENERAL NOTES:

- 1. ALL PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS. ALL CROSSWALKS SHALL BE CENTERED ON THE HANDICAP RAMPS OR MEDIAN CUT THROUGH'S.
2. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.
3. ALL UNDERGROUND UTILITIES SHOWN ON THE 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 PROPOSED TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTION, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
5. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E-09 AND 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.
6. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THEN OR EQUAL TO 2%.
7. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLES.
8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.

Table with columns for APPROVALS and REVISIONS, including roles like ORIGINAL, TEAM LEADER, ASST. DIV. CHIEF, DIVISION CHIEF, and OFFICE DIRECTOR.

Table with columns for REVISIONS, including a note about a replacement plan and red line revision.

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION US 1 (BELAIR RD) AND HONEYGO BLVD. EXTENDED /GUNVIEW ROAD IN PERRY HALL, MARYLAND

Table for TRAFFIC SIGNAL PLAN, including SCALE, DATE, CONTRACT NO., DESIGNED BY, DRAWN BY, CHECKED BY, FAP NO., TS NO., DRAWING, and SHEET NO.

PLOTTED: Thursday, August 20, 2008 AT 01:46 PM FILE: C:\TRANSDWG\25003\25003.89 Honeygo\p89\_1001 HONEYGO.dgn