DRILL HOLES

BORDER REV DATE: June 1, 2004

DRILL HOLES

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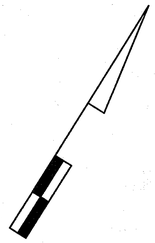
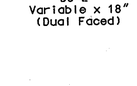
PROPOSED SIGNS

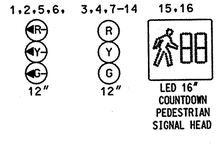


NOTE: US 40 IS CONSIDERED TO RUN IN AN EAST-WEST DIRECTION.



EXISTING SIGNS

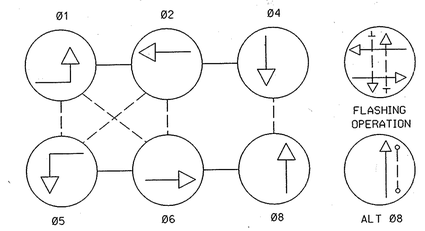
PROPOSED LED SIGNALS



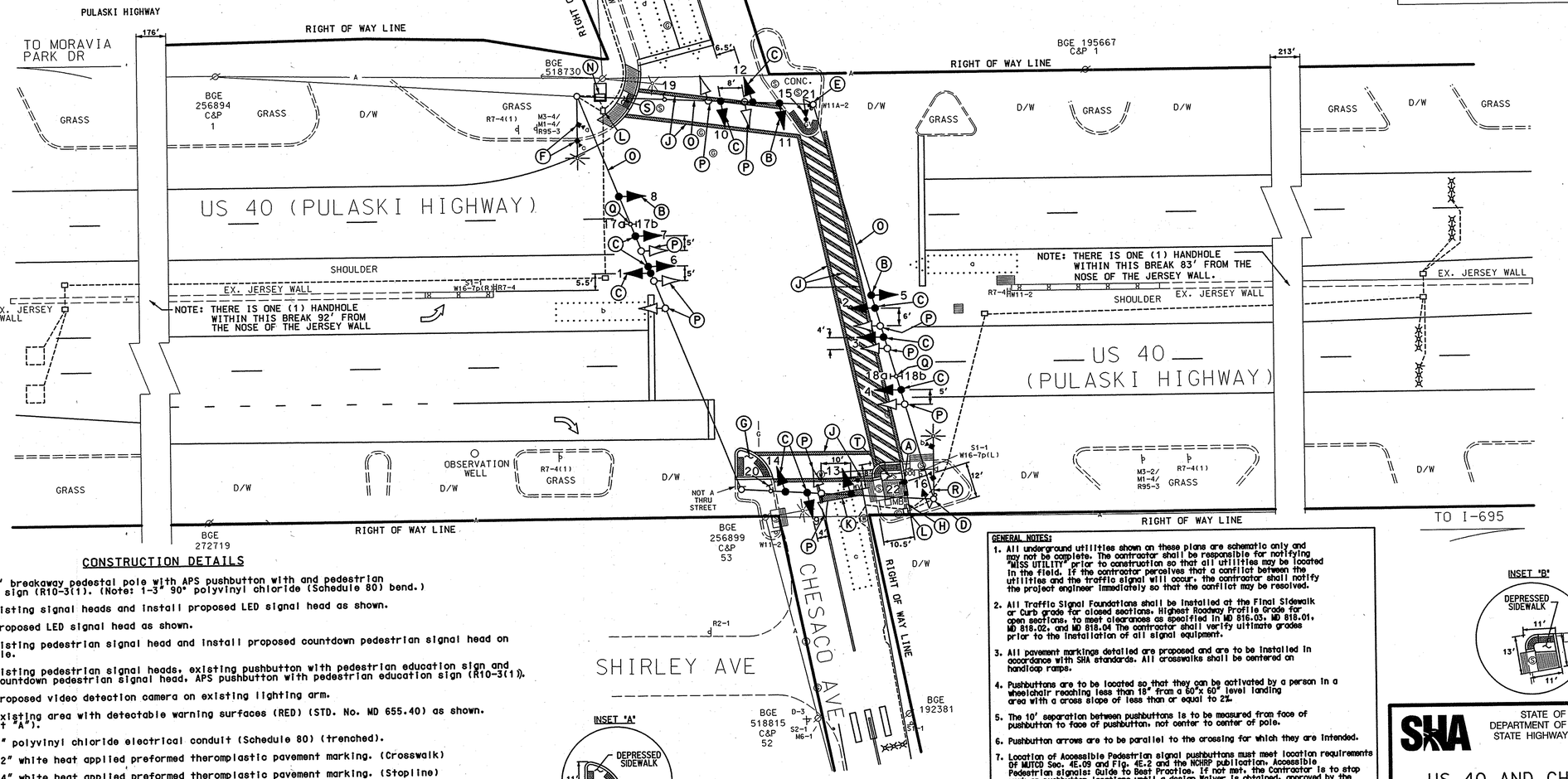
ALL SIGNALS SHALL BE BLACK FACED

VIDEO DETECTION CAMERA c-d

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



CONSTRUCTION DETAILS

A. Install 5' breakaway pedestal pole with APS pushbutton with and pedestrian education sign (R10-3(1). (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend.)

B. Remove existing signal heads and install proposed LED signal head as shown.

C. Install proposed LED signal head as shown.

D. Remove existing pedestrian signal head and install proposed countdown pedestrian signal head on signal pole.

E. Remove existing pedestrian signal heads, existing pushbutton with pedestrian education sign and install countdown pedestrian signal head, APS pushbutton with pedestrian education sign (R10-3(1)).

F. Install proposed video detection camera on existing lighting arm.

G. Depress existing area with detectable warning surfaces (RED) (STD. No. MD 655.40) as shown. (See inset "A").

H. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).

J. Install 12" white heat applied preformed theromplastic pavement marking. (Crosswalk)

K. Install 24" white heat applied preformed theromplastic pavement marking. (Stopline)

L. Use existing handhole.

M. Use existing conduit.

N. Use existing cabinet and controller.

O. Use existing span wire.

P. Remove existing signal head as shown.

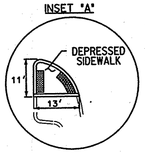
Q. Remove existing overhead street name sign and replace with proposed street name sign as shown.

R. Relocate existing lighting arm perpendicular to US 40 and install proposed video detection cameras as shown.

S. Install proposed parallel handicapped ramp (STD. No. MD 655.12) with detectable warning surface (RED) ((STD. No. MD 655.40) as shown.

T. Depress existing area with detectable warning surfaces (RED) (STD. No. MD 655.40) as shown. (See inset "B").

INSET "A"



INSET "B"

GENERAL NOTES:

1. All underground utilities shown on these 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 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 Grade for open sections, 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 signal equipment.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps.
4. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
5. The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
6. Pushbutton arrows are to be parallel to the crossing for which they are intended.
7. Location of Accessible Pedestrian signal pushbuttons 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.
8. The contractor shall remove all unused wiring.

GEOMETRIC LEGEND
PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES
AERIAL CABLE —A—A—
ELECTRIC —E—E—
TELEPHONE —T—T—
GAS —G—G—
SEWER —S—S—
WATER —W—W—
CABLE TV —TV—TV—

REVISION "G"

STREET TRAFFIC STUDIES, LTD.
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Glen Burnie, MD 21061
Ph (410) 590-5500
Fax (410) 590-6637

5465.dgn T-137

APPROVALS	
TEAM LEADER	ORIGINAL ON FILE
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
ⓖ S.H.A. NO.: XX4485185	4-14-06
APS, CPS, LED SIGNAL HEADS AND VIDEO DETECTION	
JMA	
F 4-28-87 ASBUILT	
S.H.A. NO.: AN-103-501-485	
R.R.Z.	
E 5-8-93 SYSTEMIZATION AND LOOP DETECTOR UPGRADES ALONG U.S. 40.	
S.H.A. NO.:	
J.J.D.	

PLOTTED: @DATETIME@
FILE: @FILE@

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

US 40 AND CHESACO AVENUE

ROSEDALE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"= 20' DATE Feburary 20,1986 CONTRACT NO. B-284-485

DESIGNED BY N/A
DRAWN BY J. Kraft
CHECKED BY
F.A.P. NO.

COUNTY BALTIMORE
LOGMILE 030040iS.20
TIMS NO. 1837
TOD NO.

TS NO. 599G | DRAWING NO. 1 OF 2 | SHEET NO. OF

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