U.S. 40 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNS

13,16 — 66th Street / NEXT SIGNAL — D3-2(1) (72"x30")

14,15,17,18 — 66th ST — D-3(1) (VAR.x16") DUAL FACE

19,22,23,26 — Pulaski HWY — D-3(1) (VAR.x16") DUAL FACE

20 — EAST MARYLAND 40 — M1-5(6) (24"x48")

21 — WEST MARYLAND 40 — M1-5(6) (36"x72")

24 — WEST MARYLAND 40 — M1-5(6) (24"x48")

25 — EAST MARYLAND 40 — M1-5(6) (36"x72")

20 — EAST 40 — M1-5(6) (24"x48")

21 — WEST 40 — M1-5(6) (36"x72")

24 — WEST 40 — M1-5(6) (24"x48")

25 — EAST 40 — M1-5(6) (36"x72")

PROPOSED SIGNALS

1,2, 5,6 — 12"

3,4, 7-12 — 12"

PROPOSED VIDEO DETECTION CAMERA

a,b,c,d

VIDEO ZONE DETECTION

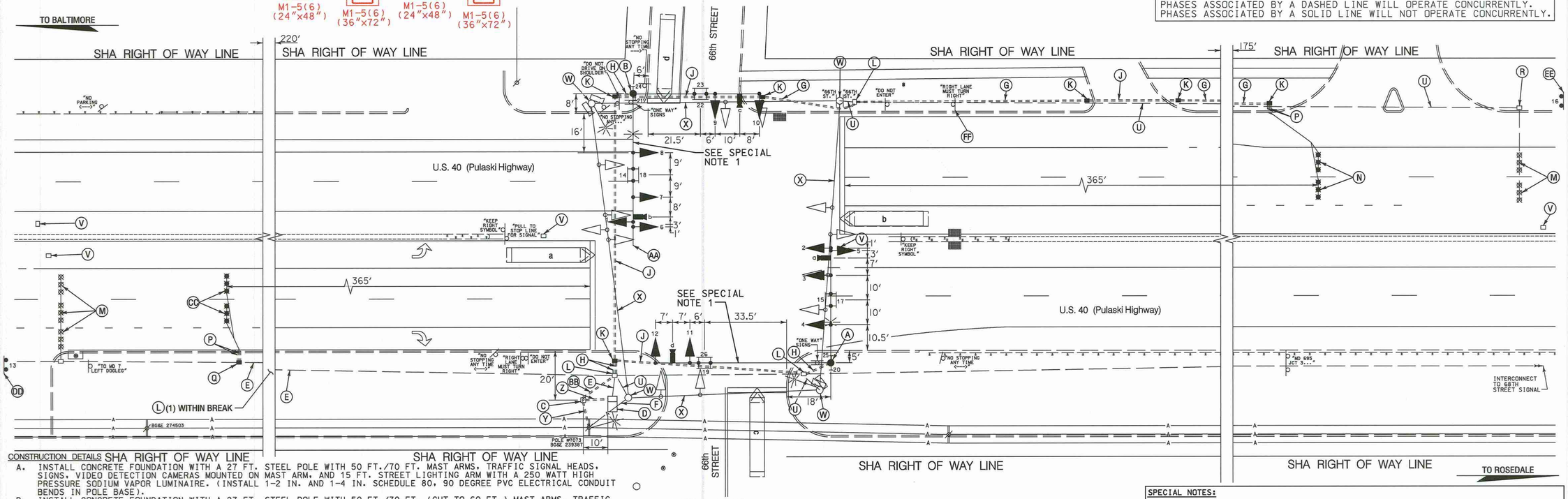
a

NEMA PHASING

Ø1 Ø2 Ø4 Ø5 Ø6 Ø8

FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH 50 FT./70 FT. MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM, AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH 50 FT./70 FT. (CUT TO 60 FT.) MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM, AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).
C. INSTALL EMBEDDED METERED SERVICE PEDESTAL WITH 2-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC CONDUIT BENDS IN PEDESTAL BASE.
D. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT). SEE SPECIAL NOTE 2.
E. USE EXISTING CONDUIT.
F. EXISTING OVERHEAD ELECTRICAL FEED TO BE REMOVED BY BGE FORCES. (SEE SPECIAL NOTE 3)
G. INSTALL ONE (1) 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
H. INSTALL ONE (1) 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
J. INSTALL ONE (1) 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
K. INSTALL HANDHOLE.
L. USE EXISTING HANDHOLE.
M. ABANDON EXISTING PROBES. DISCONNECT AND REMOVE PROBE CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.
N. INSTALL MICROLOOP PROBE SET WITH 1.000 FT. LEAD-IN (TO BE PLACED IN THRU LANE ONLY).
P. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT. (FOR DETECTOR WIRE SLEEVE)
Q. INSTALL HANDHOLE ON TOP OF EXISTING CONDUIT LEAVING 6 IN. PROTRUDING INTO HANDHOLE.
R. REMOVE EXISTING HANDHOLE.
U. CAP AND ABANDON EXISTING CONDUIT.
V. REMOVE EXISTING FRAME AND COVER ON HANDHOLE. FILL WITH PATCH MIX CONCRETE UP TO 3 INCHES FROM ROAD SURFACE. INSTALL HOT MIX ASPHALT IN TOP 3 INCHES.
W. REMOVE EXISTING STRAIN POLE. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
X. REMOVE EXISTING SPAN WIRE AND ALL ASSOCIATED EQUIPMENT.
Y. INSTALL 4 IN. SCHEDULE 80, PVC ELECTRICAL CONDUIT TRENCHED FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE. CAP AND MARK CONDUIT 2 FT. ABOVE GRADE FOR USE BY BGE FORCES.
Z. INSTALL 2 IN. SCHEDULE 80, PVC ELECTRICAL CONDUIT TRENCHED FOR PROPOSED UNDERGROUND ELECTRICAL SERVICE. CONDUIT SHALL TIE INTO EXISTING 2 IN. ELBOW IN FOUNDATION CURRENTLY BEING UTILIZED FOR EXISTING ELECTRICAL FEED.
AA. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
BB. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
CC. INSTALL MICROLOOP PROBE SET WITH 500 FT. LEAD-IN (TO BE PLACED IN THRU LANE ONLY).
DD. INSTALL D3-2(1) "66TH STREET NEXT SIGNAL" SIGN (72 IN. x 30 IN.) ON TWO 4 IN. x 6 IN. TREATED WOOD POSTS APPROXIMATELY 975 FT. IN ADVANCE OF THE INTERSECTION ON EASTBOUND US 40.
EE. INSTALL D3-2(1) "66TH STREET NEXT SIGNAL" SIGN (72 IN. x 30 IN.) ON TWO 4 IN. x 6 IN. TREATED WOOD POSTS 5 FT. BEHIND EXISTING SIGNAL AHEAD SIGN (APPROXIMATELY 915 FT.) IN ADVANCE OF THE INTERSECTION ON WESTBOUND US 40. EXISTING SIGNAL AHEAD SIGN TO BE REMOVED.
FF. REMOVE EXISTING "RIGHT LANE MUST TURN RIGHT" SIGN AND SUPPORT.

GENERAL NOTES

1. 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, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
4. THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
5. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
7. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
9. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
10. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.

SPECIAL NOTES:

1. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING SIGNAL INDICATIONS OR SPAN WIRES, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL COORDINATE WITH SHA FORCES TO SHUTDOWN SIGNAL OPERATION TO PULL BACK EXISTING SIGNALCABLES AND RE-FEED PROPOSED SIGNAL CABLES THROUGH EXISTING HANDBOX AND CONDUITS INTO CABINET BASE. THIS SHALL BE DONE IN ONE NIGHTTIME SHIFT.
3. THE CONTRACTOR SHALL COORDINATE WITH SHA TRAFFIC OPERATION DIVISION TO CONTACT LOCAL POWER COMPANY TO SET-UP WORK WITH TO DISCONNECT THE EXISTING ELECTRICAL SERVICE AND HAVE THE NEW SERVICE ENERGIZED.

WR&A
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801 South Caroline Street, Baltimore, Maryland 21231

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — SD — STORM DRAIN
G — G — GAS MAIN
W — W — WATER MAIN
S — S — SEWER MAIN
E — E — ELECTRIC CABLES
A — A — AERIAL CABLES
T — T — TELEPHONE CABLES
F — F — FIBER-OPTIC

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

REVISIONS
1 MODIFY SHIELD ASSEMBLY "REVISION NO. 1" 4/11/2011 CFM NM
H TRAFFIC SIGNAL RECONSTRUCTION AND VIDEO DETECTION TIMS K721 CONTRACT NO. XX3385185 01/19/2011 CFM NM
G INSTALL VIDEO DETECTION SHA CONTRACT #23854T03051 06/2005 LM JMW

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
US 40 (PULASKI HIGHWAY) AT 66TH STREET
ROSEDALE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 03/23/1973 CONTRACT NO. B-303X-000-480

DESIGNED BY ROBERT W. THOMPSON
DRAWN BY JOHN BOLING
CHECKED BY WILLIAM
F.A.P. NO.
COUNTY BALTIMORE
LOGMILE
TIMS NO. K721
TOD NO.

TS NO. 889-B | DRAWING TSP-1 OF 2 | SHEET NO. 1 OF 2

PLOTTED: 04-11-2011
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BY: sbloss