POST OFFICE ROAD

PROPOSED VIDEO DETECTION CAMERA

A–D

PROPOSED SIGNS

17 — R3–5L 30"x36"

16 — R3–5R 30"x36"

13 — D3–2 SIGN VAR.x16"

14 — D3–2 SIGN VAR.x16"

15a,15b — D3–2 DUAL FACE SIGN VAR. X 16"

11,12 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD

11a — R10–4(t) (12" x 9") OPTION A SIGN

12a — R10–4(t) (12" x 9") OPTION A SIGN

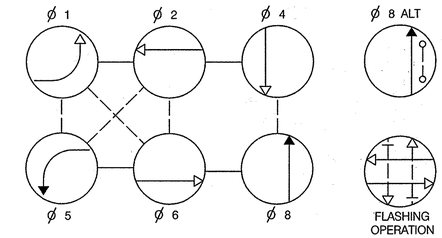
PROPOSED SIGNALS

1,4 — 8"/12"

2,5 — 12"

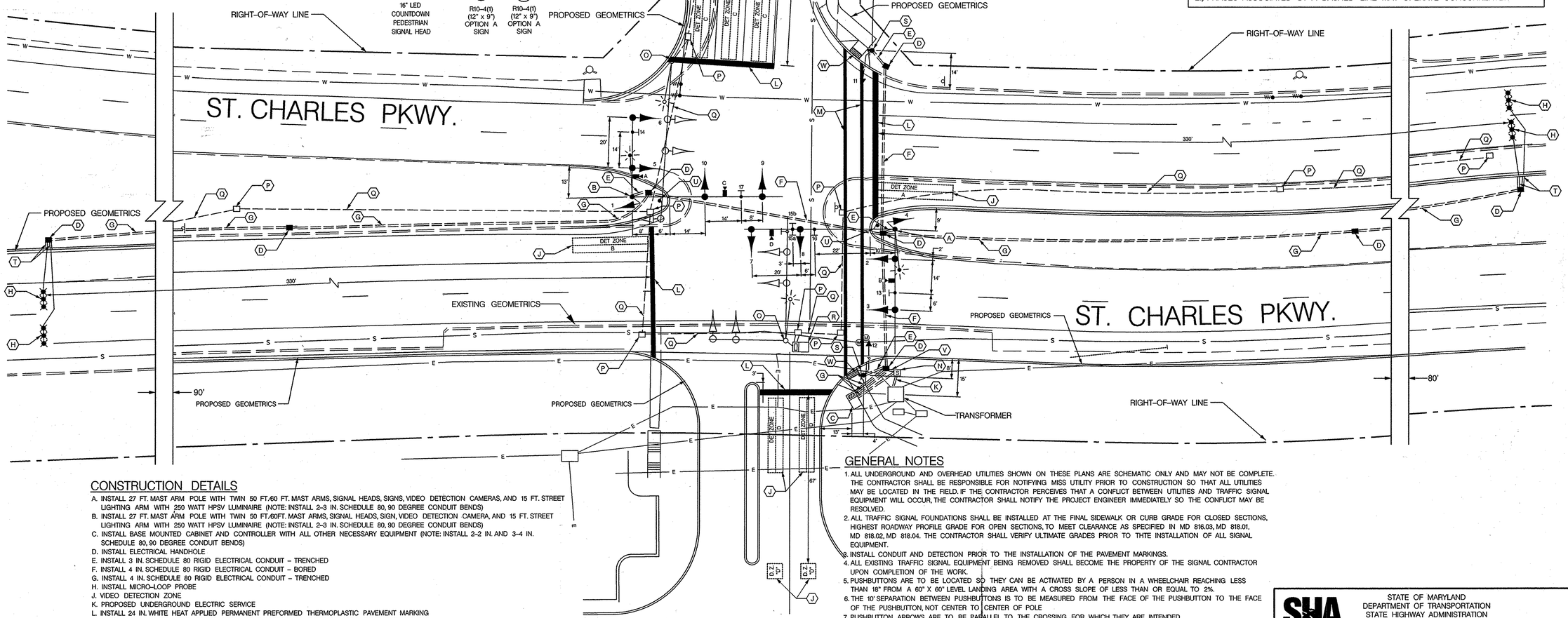
3,6–10 — 12"

NEMA PHASING



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

ST. CHARLES PKWY. IS ASSUMED TO RUN IN AN EAST–WEST DIRECTION



CONSTRUCTION DETAILS

A. INSTALL 27 FT. MAST ARM POLE WITH TWIN 50 FT./60 FT. MAST ARMS, SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS, AND 15 FT. STREET LIGHTING ARM WITH 250 WATT HPSV LUMINAIRE (NOTE: INSTALL 2–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
B. INSTALL 27 FT. MAST ARM POLE WITH TWIN 50 FT./60FT. MAST ARMS, SIGNAL HEADS, SIGN, VIDEO DETECTION CAMERA, AND 15 FT. STREET LIGHTING ARM WITH 250 WATT HPSV LUMINAIRE (NOTE: INSTALL 2–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
C. INSTALL BASE MOUNTED CABINET AND CONTROLLER WITH ALL OTHER NECESSARY EQUIPMENT (NOTE: INSTALL 2–2 IN. AND 3–4 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
D. INSTALL ELECTRICAL HANDHOLE
E. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT – TRENCHED
F. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT – BORED
G. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT – TRENCHED
H. INSTALL MICRO–LOOP PROBE
J. VIDEO DETECTION ZONE
K. PROPOSED UNDERGROUND ELECTRIC SERVICE
L. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING
M. INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING
N. INSTALL METER SERVICE PEDESTAL
O. REMOVE EXISTING MAST ARM POLE AND ALL ASSOCIATED EQUIPMENT
P. REMOVE EXISTING HANDHOLE
Q. CAP AND ABANDON EXISTING CONDUIT
R. REMOVE EXISTING BASE MOUNTED CABINET AND CONTROLLER
S. INSTALL BREAKAWAY PEDESTAL POLE, PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN (NOTE:, INSTALL 1–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND)
T. INSTALL 1 IN. LIQUID–TIGHT NON METALLIC CONDUIT
U. INSTALL R4–7 SIGN (30" X 36") AT 15 DEGREE ANGLE ON ONE 4 IN. X 6 IN. WOOD SUPPORT
V. INSTALL 2 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT – TRENCHED
W. INSTALL DETECTABLE WARNING SURFACE (STD. NO. MD 655.40)

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 CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO 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 CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THTE INSTALLATION OF ALL SIGNAL EQUIPMENT.
3. INSTALL CONDUIT AND DETECTION PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE WORK.
5. PUSHBUTTONS ARE TO BE LOCATED SO 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%.
6. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF THE PUSHBUTTON, NOT CENTER TO CENTER OF POLE
7. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
8. LOCATION OF ACCESSABLE 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 LOCATION UNTIL A DESIGN WAIVER IS OBTAINED, APPPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

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APPROVALS

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

REVISIONS

A 11-02-07 RECONSTRUCT SIGNAL DUE TO TO WIDENING AND ADDING FOURTH LEG.
TZ

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNAL PLAN ST. CHARLES PARKWAY AND POST OFFICE ROAD

SCALE 1" = 20'	DATE 11-08-07	CONTRACT NO.	
DESIGNED BY T. ZAYDEL		COUNTY	CHARLES
DRAWN BY T. ZAYDEL		LOGMILE	N/A
CHECKED BY K. SCHMID		T.I.M.S. NO.	I-693
F.A.P. NO. N/A		TOD NO.	N/A
DRAWING NO. TS 3633 A		SHEET NO. 1 OF 2	