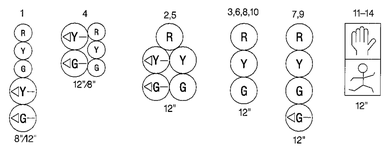
MD26 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION

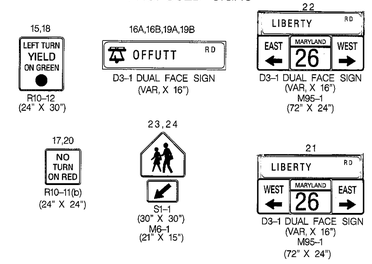
PROPOSED SIGNALS



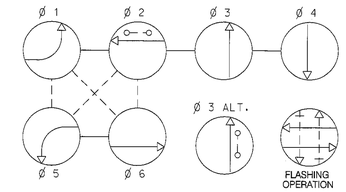
PROPOSED VIDEO DETECTION CAMERA

A,B,C,D

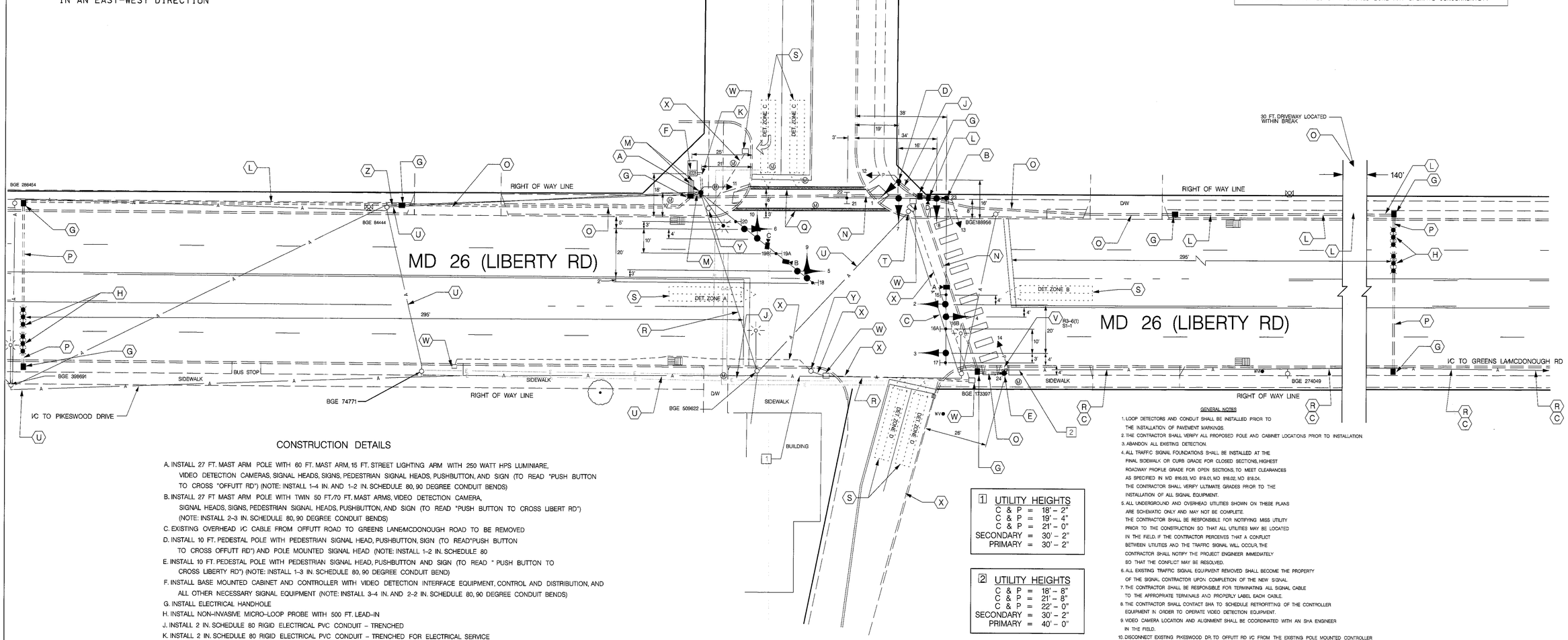
PROPOSED SIGNS



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.



CONSTRUCTION DETAILS

A. INSTALL 27 FT. MAST ARM POLE WITH 60 FT. MAST ARM, 15 FT. STREET LIGHTING ARM WITH 250 WATT HPS LUMINIARE, VIDEO DETECTION CAMERAS, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN (TO READ "PUSH BUTTON TO CROSS "OFFUTT RD") (NOTE: INSTALL 1–4 IN. AND 1–2 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)

B. INSTALL 27 FT MAST ARM POLE WITH TWIN 50 FT./70 FT. MAST ARMS, VIDEO DETECTION CAMERA, SIGNAL HEADS, SIGNS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN (TO READ "PUSH BUTTON TO CROSS LIBERT RD") (NOTE: INSTALL 2–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)

C. EXISTING OVERHEAD I/C CABLE FROM OFFUTT ROAD TO GREENS LANE/MCDONOUGH ROAD TO BE REMOVED

D. INSTALL 10 FT. PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, SIGN (TO READ"PUSH BUTTON TO CROSS OFFUTT RD") AND POLE MOUNTED SIGNAL HEAD (NOTE: INSTALL 1–2 IN. SCHEDULE 80

E. INSTALL 10 FT. PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND SIGN (TO READ " PUSH BUTTON TO CROSS LIBERTY RD") (NOTE: INSTALL 1–3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND)

F. INSTALL BASE MOUNTED CABINET AND CONTROLLER WITH VIDEO DETECTION INTERFACE EQUIPMENT, CONTROL AND DISTRIBUTION, AND ALL OTHER NECESSARY SIGNAL EQUIPMENT (NOTE: INSTALL 3–4 IN. AND 2–2 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)

G. INSTALL ELECTRICAL HANDHOLE

H. INSTALL NON-INVASIVE MICRO-LOOP PROBE WITH 500 FT. LEAD-IN

J. INSTALL 2 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED

K. INSTALL 2 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED FOR ELECTRICAL SERVICE

L. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED

M. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – TRENCHED

N. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – SLOTTED

O. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – BORED

P. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT – SLOTTED

Q. INSTALL 12 IN. HEAT APPLIED PERMANENT PREFORMED THERMOPLASTCI PAVEMENT MARKING

R. INSTALL 12-PAIR COMMUNICATION CABLE, SELF-SUPPORTING OVERHEAD (SEE WIRING DIAGRAM FOR DETAILS)

S. VIDEO DETECTION ZONE

T. REMOVE STRAIN POLE, POLE MOUNTED CABINET AND CONTROLLER AND ALL ASSOCIATED SIGNAL EQUIPMENT

U. EXISTING 12-PAIR COMMUNICATION CABLE TO BE RE-ROUTED (SEE GENERAL NOTE 10 FOR DETAILS.)

V. REMOVE EXISTING GROUND MOUNTED SIGN AND SUPPORT

W. REMOVE EXISTING HANDHOLE

X. CAP AND ABANDON EXISTING CONDUIT

Y. REMOVE STRAIN POLE AND ALL ASSOCIATED SIGNAL EQUIPMENT

Z. PROPOSED OVERHEAD ELECTRICAL SERVICE

1 UTILITY HEIGHTS

C & P = 18' – 2"
C & P = 19' – 4"
C & P = 21' – 0"
SECONDARY = 30' – 2"
PRIMARY = 30' – 2"

2 UTILITY HEIGHTS

C & P = 18' – 8"
C & P = 21' – 8"
C & P = 22' – 0"
SECONDARY = 30' – 2"
PRIMARY = 40' – 0"

GENERAL NOTES

1. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. ABANDON ALL EXISTING DETECTION.
4. 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.
5. 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.
6. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
8. THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.
9. VIDEO CAMERA LOCATION AND ALIGNMENT SHALL BE COORDINATED WITH AN SHA ENGINEER IN THE FIELD.
10. DISCONNECT EXISTING PIKESWOOD DR. TO OFFUTT RD I/C FROM THE EXISTING POLE MOUNTED CONTROLLER AND PULL-BACK TO UTILITY POLE NUMBERED (BGE 74771) AND RE-ROUTE TO THE PROPOSED BASE MOUNTED CONTROLLER. SEE WIRING DIAGRAM FOR DETAILS.

SHA# BA445A5G/B5G TO# AT 357-46

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

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EMAIL: TRACONCEPT@AOL.COM

REVISIONS

D	TOTAL RECONSTRUCTION OF SIGNAL.				
9/13/2004	MD	TMS NO. G346 SHA NO. [illegible]			
C	SIGNAL MODIFICATION DUE TO SPLIT PHASING OF SIDE STREETS.				
NOV. 29, 2002	DSR	TMS NO. F526 SHA NO. SHOP FORCES			

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, OFFICE OF TRAFFIC & SAFETY

ORIGINAL ON FILE

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

MD 26 (LIBERTY ROAD) AND OFFUTT ROAD

DRAWN BY:	C.K.D. (BALTO CO)	F.A.P. NO.	N/A	TS NO. 4213-D	SHEET NO.
CHECKED BY:	S.E.W. (BALTO CO)	S.H.A. NO.	N/A		
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO. G346	1 OF 2
DATE:	MAY 22, 1979	LOG MILE:	03002605.06		

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