DRILL HOLES

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MD26 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNS

18A,18B,21A,21B — OFFUTT RD — D3-1 DUAL FACE SIGN (VAR. X 16")

24 — LIBERTY RD — EAST MARYLAND 26 WEST — D3-1 DUAL FACE SIGN (VAR. X 16") M95-1 (72" X 24")

30 S1-1 (30" X 30") M6-1 (21" X 15")

31 S1-1 (30" X 30") M6-1 (21" X 15")

19,22 — NO TURN ON RED — R10-11(b) (24" X 24")

23 — LIBERTY RD — WEST MARYLAND 26 EAST — D3-1 DUAL FACE SIGN (VAR. X 16") M95-1 (72" X 24")

EXISTING SIGNS TO BE REMOVED

25 S1-1 (30" X 30") M6-1 (21" X 15")

26 S1-1 (30" X 30") M6-1 (21" X 15")

17,20 — LEFT TURN YIELD ON GREEN — R10-12 (24" X 30")

PROPOSED SIGNS

34 S1-1 FYG (30" X 30") M6-2L FYG (21" X 15")

35 S1-1 FYG (30" X 30") M6-2R FYG (21" X 15")

26 R10-3(1) 9" X 15"

27 R10-3(1) 9" X 15"

28 R10-3(1) 9" X 15"

29 R10-3(1) 9" X 15"

EXISTING SIGNALS TO BE REMOVED

7 — 8"/12"

1,4 — 12"/8"

2,5 — 12"

3,6,9,12 — 12"

8,10,11 — 12"

13-16 — 12"

PROPOSED SIGNALS

1,4 — 12"/8" LED

2,5 — 12" LED

3,6,8,11 — 12" LED

9 — 12"/8" LED

7,10,12 — 12" LED

13-16 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

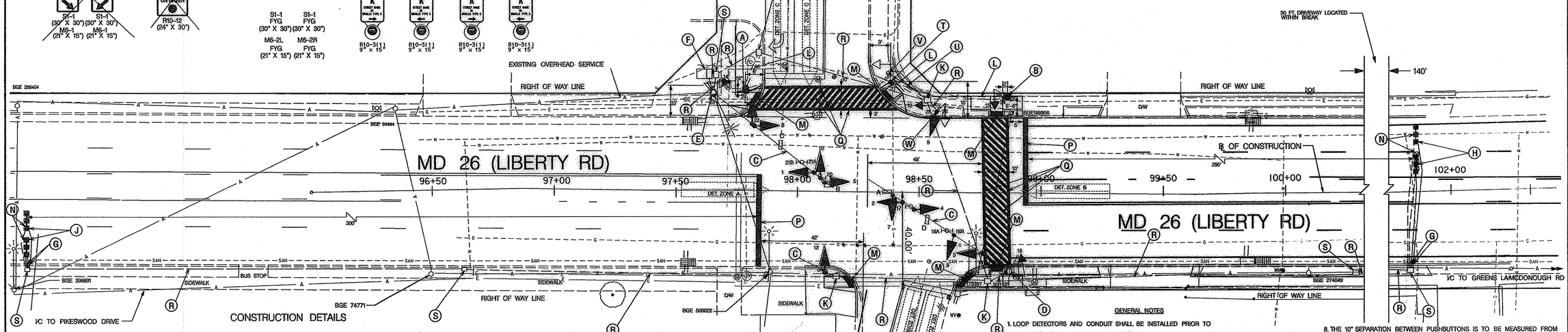
NEMA PHASING

Ø 1, Ø 2, Ø 3, Ø 4, Ø 2 ALT., Ø 5, Ø 6, Ø 3 ALT., FLASHING OPERATION

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

EXISTING VIDEO DETECTION CAMERA — A,B,C,D

VIDEO DETECTION ZONE — DET. ZONE B



CONSTRUCTION DETAILS

A. INSTALL 10 FT. PEDESTAL POLE WITH BREAKAWAY BASE (CUT TO 6'), NAVIGATOR PEDESTRIAN PUSHBUTTON WITH SIGN NO. 26 (SIGN TO READ "PUSH BUTTON TO CROSS OFFUTT ROAD") (NOTE 1-3" 90 DEGREE PVC BEND).

B. INSTALL 10 FT. PEDESTAL POLE WITH BREAKAWAY BASE, SIGN NO'S 34, & 35, LED SIGNAL HEAD, COUNTDOWN PEDESTRIAN SIGNAL, NAVIGATOR PEDESTRIAN PUSHBUTTON WITH SIGN NO. 28 (SIGN TO READ "PUSH BUTTON TO CROSS LIBERTY ROAD") (NOTE 1-8" 90 DEGREE PVC BEND).

C. REMOVE EXISTING TRAFFIC SIGNALS AND REPLACE WITH LED SIGNAL HEADS IN SAME LOCATION USING EXISTING CABLE.

D. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL WITH NAVIGATOR PEDESTRIAN PUSHBUTTON WITH SIGN 29 (TO READ"PUSH BUTTON TO CROSS LIBERTY ROAD)

E. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, SIGNS, AND PUSH BUTTON AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL ON EXISTING POLE.

F. USE EXISTING CONTROLLER.

G. INSTALL 1 INCH LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.

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

J. INSTALL MICRO-LOOP PROBE WITH 1,000 FT. LEAD-IN

K. ADJUST EXISTING HANDHOLE TO GRADE

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

M. INSTALL DETECTABLE WARNING SURFACE (TO BE INSTALLED BY ROAD CONTRACTOR)

N. ABANDON EXISTING MICRO-PROBES

O. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSH BUTTON AND SIGN. INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD.

P. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES

Q. INSTALL 12 IN. PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES

R. USE EXISTING CONDUIT.

S. USE EXISTING HANDHOLE

T. INSTALL 10 FT. PEDESTAL POLE WITH BREAKAWAY BASE (CUT TO 6'), NAVIGATOR PEDESTRIAN PUSH BUTTON WITH SIGN NO. 27 (SIGN TO READ "PUSH BUTTON TO CROSS OFFUTT ROAD") (NOTE 1-3" 90 DEGREE PVC BEND).

U. CAP AND REMOVE EXISTING CONDUIT.

V. REMOVE EXISTING STEEL POLE AND PEDESTRIAN SIGNAL HEAD. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

W. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, SIGNS, AND PUSH BUTTON AND INSTALL LED SIGNAL HEAD, COUNTDOWN PEDESTRIAN SIGNAL ON EXISTING POLE.

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 LOCATIONS PRIOR TO INSTALLATION.
3. 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.
4. 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.
5. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
7. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
8. THE 10" SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
9. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
10. 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. PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED
11. PROPOSED TRAFFIC SIGNAL EQUIPMENT ON THE NORTH LEG OF THE INTERSECTION SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF THE NEW SIDEWALK.

GEOMETRIC LEGEND: EXISTING / PROPOSED

UTILITY LEGEND: STORM DRAIN, GAS MAIN, WATER MAIN, SEWER MAIN, ELECTRIC CABLES, AERIAL CABLES, TELEPHONE CABLES, FIBER-OPTIC

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

REVISIONS

E	RECONSTRUCTION OF ADA RAMPS, APS, COUNTDOWN SIGNALS, AND REPLACE EXISTING SIGNALS WITH LEDS. 2/26/2009 FB	TMO NO. 0405 SHA PROJ. MAA0507
D	9/30/2004 TOTAL RECONSTRUCTION OF SIGNAL. MJ	TMO NO. 0348 SHA NO. AT8278395
C	NOV. 29, 2002 DSR — SIGNAL MODIFICATION DUE TO SPLIT PHASING OF SIDE STREETS.	TMO NO. F025

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC AND SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 26 (LIBERTY RD) @ OFFUTT RD
RANDALLSTOWN, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE MAY 22, 1979 CONTRACT NO. BA445A5G/B5G

DESIGNED BY: COUNTY: BALTIMORE
DRAWN BY: C.K.A. (BALTO CO.) LOGMILE: 03002605.06
CHECKED BY: S.E.W. (BALTO CO.) TIMS: G346
F.A.P. NO.: N/A T.S.NO. 4213-E

DRAWING NO. 1 OF 2 SHEET NO. 16 OF 27