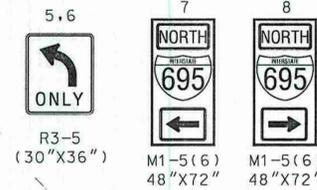


MD 26 IS ASSUMED TO RUN IN A EAST-WEST DIRECTION

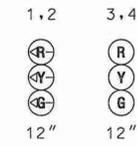
CONSTRUCTION DETAILS

- 2A. INSTALL 40 FT. CLASS II WOOD POLE WITH NEMA SIZE 5 POLE MOUNTED CABINET, 3 IN. SCHEDULE 80 RIGID PVC CONDUIT RISER, 3 IN. WEATHERHEAD, ELECTRICAL UTILITY SERVICE EQUIPMENT (DISCONNECT SWITCH ONLY), 20 FT. LIGHTING BRACKET ARM WITH 250 WATT HPS LUMINAIRE AND PHOTOCCELL, TERRA VIDEO DETECTION CAMERA AND CABLE, VIDEO DETECTION CAMERA AND CABLE UP TO 500' (SEE NOTE 7), GROUND ROD AND BACKGUY AND ANCHOR ASSEMBLIES.
- B. INSTALL 40 FT. CLASS II WOOD POLE WITH 20 FT. LIGHTING BRACKET ARM WITH 250 WATT HPS LUMINAIRE AND PHOTOCCELL, TERRA VIDEO DETECTION CAMERA AND CABLE, GROUND ROD AND BACKGUY AND ANCHOR ASSEMBLIES.
- C. INSTALL 3/8 IN. STEEL SPAN WIRE WITH 1/4 IN. TETHER WIRE WITH LED SIGNAL HEADS AND SIGNS BETWEEN PROPOSED WOOD POLES. TRAFFIC SIGNAL HEADS SHALL REMAIN COVERED UNTIL SIGNAL IS OPERATIONAL.
- 2D. INSTALL 4 IN. SCHEDULE 80 RIGID PVC CONDUIT FOR POWER FEED - TRENCHED. CONDUIT SHALL BE BORED UNDER EXISTING CONCRETE DRAINAGE STRUCTURE. TIE CONDUIT INTO EXISTING 3 INCH CONDUIT BEND LOCATED IN EXISTING MAST ARM POLE.
- 2E. STUB CONDUIT AT UTILITY POLE. BG&E TO MAKE FINAL CONNECTION. USE EXISTING DISCONNECT SWITCH MOUNTED ON EXISTING MAST ARM POLE. SERVICE CONDUCTORS FOR TEMPORARY SIGNAL CABINET SHALL BE CONNECTED TO FREE LEG OF DISCONNECT SWITCH.
- F. TYPE III BARRICADE USED TO CLOSE EXISTING ON-RAMPS. REFER TO MAINTENANCE OF TRAFFIC PLANS.
- G. EQUIPMENT INSTALLED AS PART OF TEMPORARY INTERCONNECT PLAN. REFER TO IC-1 FOR DETAILS.
- H. INSTALL PROPOSED SIGN(S) ON 2 - 4"x6" WOODEN SIGN SUPPORTS (DRILLED).
- I. PROPOSED VIDEO DETECTION ZONE. VIDEO DETECTION ZONE SHALL BE POSITIONED 1' BEHIND STOP LINE.
- J. MICROLOOP PROBES WILL BE REPLACED IN FUTURE PHASE OF CONSTRUCTION. REFER TO IC-1 FOR DETAILS.

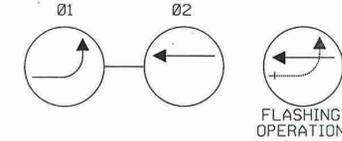
PROPOSED SIGNS



PROPOSED LED SIGNALS



NEMA PHASING



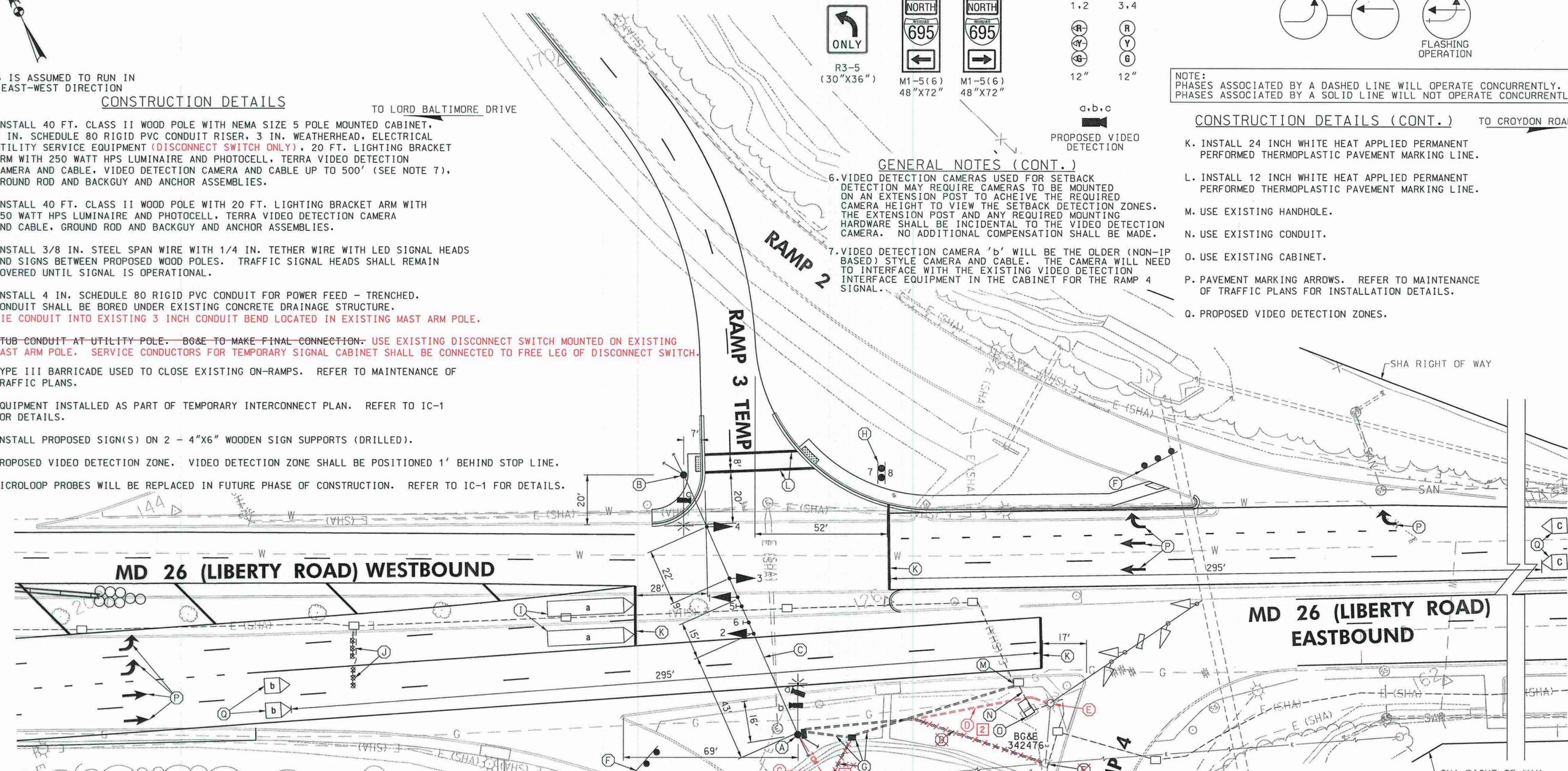
NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES (CONT.)

- 6. VIDEO DETECTION CAMERAS USED FOR SETBACK DETECTION MAY REQUIRE CAMERAS TO BE MOUNTED ON AN EXTENSION POST TO ACHIEVE THE REQUIRED CAMERA HEIGHT TO VIEW THE SETBACK DETECTION ZONES. THE EXTENSION POST AND ANY REQUIRED MOUNTING HARDWARE SHALL BE INCIDENTAL TO THE VIDEO DETECTION CAMERA. NO ADDITIONAL COMPENSATION SHALL BE MADE.
- 7. VIDEO DETECTION CAMERA 'b' WILL BE THE OLDER (NON-IP BASED) STYLE CAMERA AND CABLE. THE CAMERA WILL NEED TO INTERFACE WITH THE EXISTING VIDEO DETECTION INTERFACE EQUIPMENT IN THE CABINET FOR THE RAMP 4 SIGNAL.

CONSTRUCTION DETAILS (CONT.)

- K. INSTALL 24 INCH WHITE HEAT APPLIED PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- L. INSTALL 12 INCH WHITE HEAT APPLIED PERMANENT PERFORMED THERMOPLASTIC PAVEMENT MARKING LINE.
- M. USE EXISTING HANDHOLE.
- N. USE EXISTING CONDUIT.
- O. USE EXISTING CABINET.
- P. PAVEMENT MARKING ARROWS. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR INSTALLATION DETAILS.
- Q. PROPOSED VIDEO DETECTION ZONES.



GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
2. 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 ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. THE CONTRACTOR SHALL VERIFY ALL POLE LOCATIONS PRIOR TO INSTALLATION.
4. VIDEO DETECTION CAMERA LOCATION/ALIGNMENT SHALL BE COORDINATED WITH THE ENGINEER.
5. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR SIGNING AND PAVEMENT MARKING PLACEMENT AND QUANTITIES.

GEOMETRIC LEGEND

--- EXISTING
--- PROPOSED

UTILITY LEGEND

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

BY: BJC

APPROVAL: *Janet W. Brade 6/2/2010*
 TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
 REDLINE NO. 2
 2 MODIFY POWER FEED FOR TEMPORARY SIGNAL
 2 MODIFY OVERHEAD INTERCONNECT ROUTE
 05/12/2010

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OFFICE DIRECTOR	

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION
 MD 26 (LIBERTY ROAD) AT RAMP 3 TEMP
 WOODLAWN, MARYLAND

TEMPORARY TRAFFIC SIGNAL PLAN		
SCALE 1"=20'	DATE SEPTEMBER 2009	CONTRACT NO. BA4625168
DESIGNED BY BJC	COUNTY BALTIMORE	
DRAWN BY BJC	LOGMILE 03002608.53	
CHECKED BY BLB	T.I.M.S. NO. J927	
F.A.P. NO. SEE TITLE SHEET	TOD NO.	
TS NO. 4728	DRAWING SP-1 OF 2	SHEET NO. 200 OF 254

PLOTTED: Wednesday, May 12, 2010 A1 11:38 AM
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