MD 150 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNALS

1-8

R Y G

12"

PROPOSED VIDEO DETECTION CAMERA

A,B,C,D

EXISTING SIGNS

14,15,16,17

NO U TURN

PROPOSED SIGNS

10A — Terrace RD → — D3-1 DUAL FACE SIGN (VAR, X 16")

10B — ← Terrace RD — D3-1 DUAL FACE SIGN (VAR, X 16")

9A — Marle AVE → — D3-1 DUAL FACE SIGN (VAR, X 16")

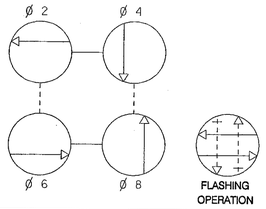
9B — ← Marle AVE — D3-1 DUAL FACE SIGN (VAR, X 16")

11,12 — Eastern BLVD — D3-1 SINGLE FACE SIGN (VAR, X 16")

EXISTING SIGN TO BE RELOCATED

13 — THRU — OVER 3/4 T

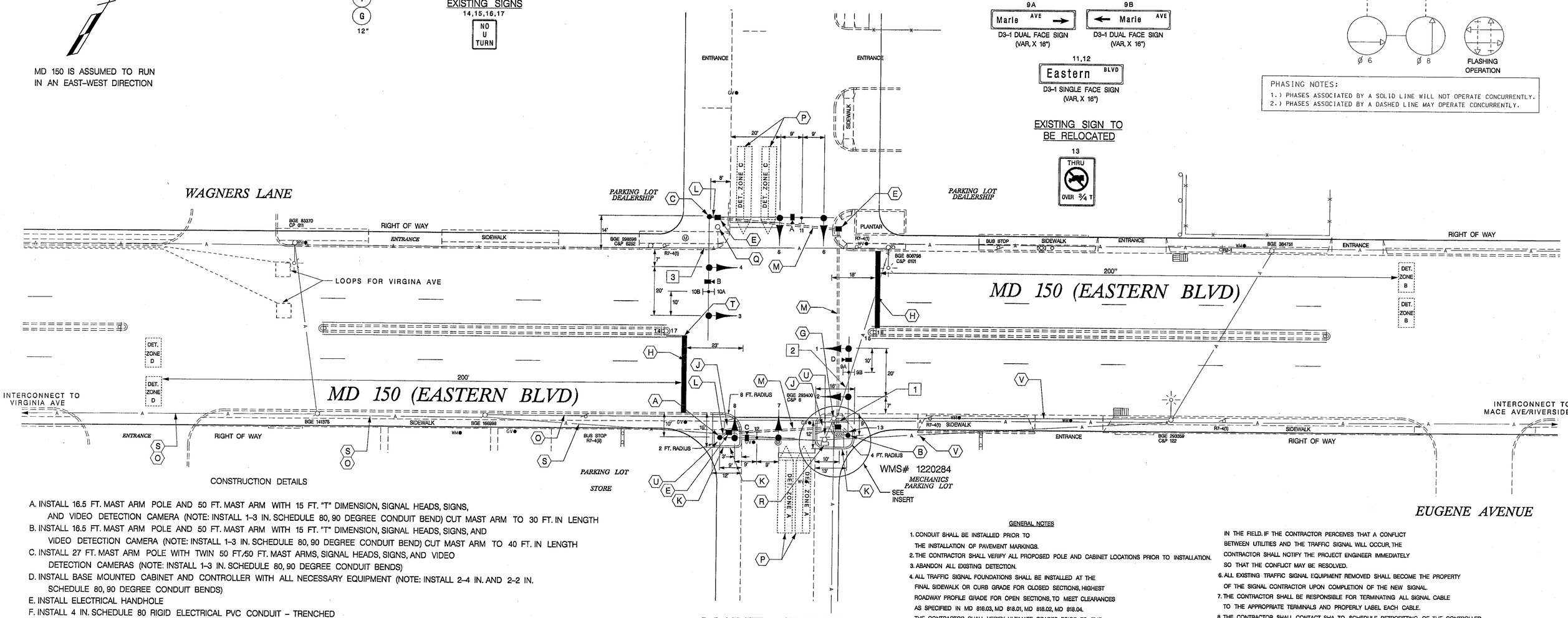
NEMA PHASING




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 16.5 FT. MAST ARM POLE AND 50 FT. MAST ARM WITH 15 FT. "T" DIMENSION, SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND) CUT MAST ARM TO 30 FT. IN LENGTH

B. INSTALL 16.5 FT. MAST ARM POLE AND 50 FT. MAST ARM WITH 15 FT. "T" DIMENSION, SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BEND) CUT MAST ARM TO 40 FT. IN LENGTH

C. INSTALL 27 FT. MAST ARM POLE WITH TWIN 50 FT./50 FT. MAST ARMS, SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERAS (NOTE: INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)

D. INSTALL BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT (NOTE: INSTALL 2-4 IN. AND 2-2 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)

E. INSTALL ELECTRICAL HANDHOLE

F. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED

G. INSTALL 3 IN. WEATHER HEAD, 3 IN. CONDUIT-GALVANIZED RISER, AND 3 IN. CONDUIT BEND ON EXISTING UTILITY POLE FOR I/C

H. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING

J. INSTALL TYPE 1 SIDEWALK RAMP IN ACCORDANCE WITH MSHA STANDARD NO. MD-655.11

K. INSTALL STANDARD TYPE "A" CURB AND GUTTER IN ACCORDANCE WITH MSHA STANDARD NO. MD-620.02 (12 IN. PAN, 8 IN. DEPTH)

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

M. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - BORED

N. INSTALL 4 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED (ELECTRICAL SERVICE)

O. PROPOSED 12-PAIR COMMUNICATION INTERCONNECT CABLE (SEE WIRING DIAGRAM FOR DETAIL)

P. VIDEO DETECTION ZONE

Q. REMOVE EXISTING MAST ARM POLE, MAST ARM AND ALL ASSOCIATED SIGNAL EQUIPMENT

R. REMOVE EXISTING MAST ARM POLE, MAST ARM, POLE MOUNTED CONTROLLER, ALL ASSOCIATED SIGNAL EQUIPMENT, AND RELOCATE SIGN NUMBER 13 TO PROPOSED MAST ARM POLE AS SHOWN

S. REMOVE EXISTING INTERCONNECT CABLE (SEE GENERAL NOTE 10)

T. INSTALL 5 IN. DOUBLE YELLOW HEAT APPLIED PERMENANT THERMOPLASTIC PAVEMENT MARKING

U. INSTALL 4 IN. CONCRETE SIDEWALK

V. EXISTING RELOCATED OVERHEAD INTERCONNECT CABLE (SEE WIRING DIAGRAM FOR DETAILS)

W. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL PVC CONDUIT - TRENCHED FOR I/C CABLE

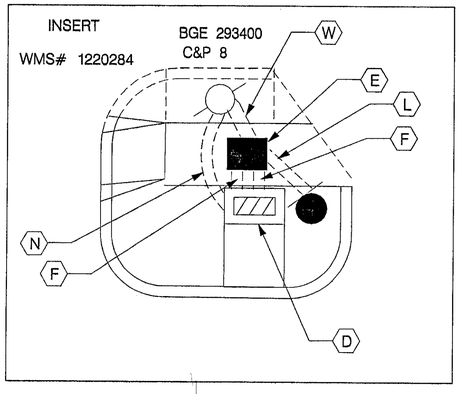
GENERAL NOTES

1. 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 818.03, 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. REMOVE EXISTING OVERHEAD INTERCONNECT CABLE FROM VIRGINIA AVE CONTROLLER TO EXISTING TERRACE RD/MARIE AVE CONTROLLER AND INSTALL NEW I/C CABLE (SEE WIRING DIAGRAM FOR DETAILS)
11. MAST ARMS SHALL NOT BE CUT UNTIL EXACT SIGNAL HEAD LOCATIONS HAVE BEEN ESTABLISHED.

INSERT

WMS# 1220284

BGE 293400 C&P 8




| 1 UTILITY HEIGHTS | 2 UTILITY HEIGHTS | 3 UTILITY HEIGHTS |
|---|---|---|
| C & P = 21' - 5" | CATV = 22' - 0" | C & P = 25' - 0" |
| SECONDARY = 26' - 6" | NEUTRAL = 26' - 6" | NEUTRAL = 31' - 3" |
| PRIMARY = +36' - 0" | | PRIMARY = +38' - 0" |

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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FAX (410) 923-6473 EMAIL: TRACONCEPT@AOL.COM


| REVISIONS | APPROVALS |
|---|---|
| | TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION 10-21-04 |
| | for Dimitrios A. Zafiris ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION |
| | 10/21/04 CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION |
| | Thomas Hicksox 10/21/04 DIRECTOR, OFFICE OF TRAFFIC & SAFETY |

SHA#BA497A51/B51 TOD# AT604-03

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNAL PLAN

MD 150 (EASTERN BLVD) AND TERRACE RD/MARIE AVE (ESSEX, MD)

| | | | | | |
|---|---|---|---|---|---|
| DRAWN BY: | M.HOWELL | F.A.P. NO. | AC-STPG-000A(19)E | TS NO. 4356 | SHEET NO. |
| CHECKED BY: | T. ZAYDEL | S.H.A. NO. | TOPICS | | |
| SCALE: | 1" = 20' | COUNTY: | BALTIMORE | T.I.M.S. NO. 6347 | 1 OF 2 |
| DATE: | 9/14/2004 | LOG MILE: | 03015002.70 | | |