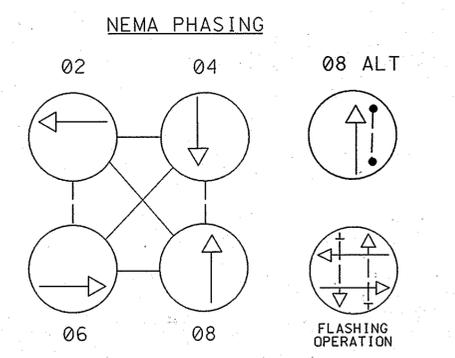
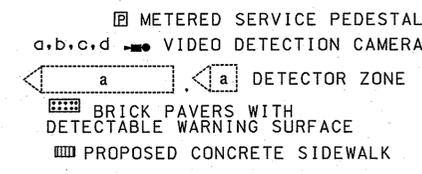
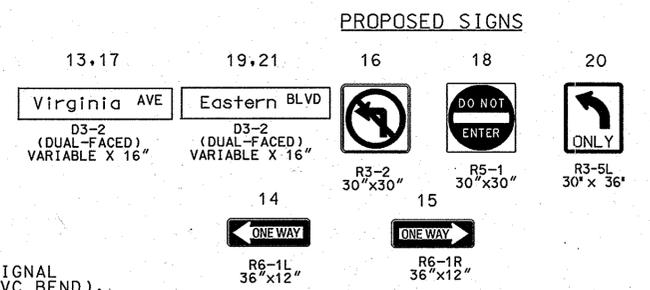




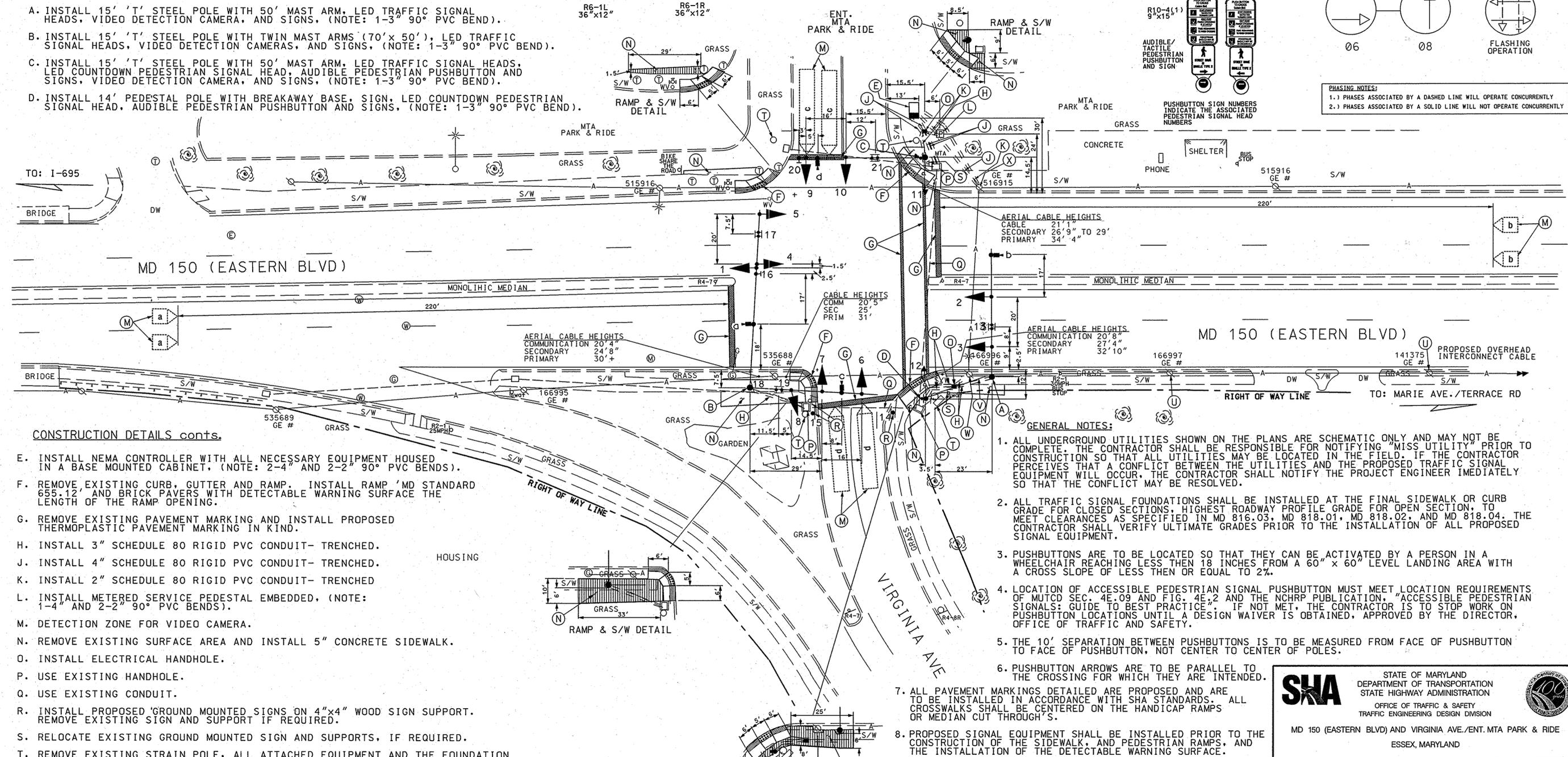
MD 150 IS CONSIDERED TO RUN IN AN EAST-WEST DIRECTION

**CONSTRUCTION DETAILS**

- A. INSTALL 15' 'T' STEEL POLE WITH 50' MAST ARM, LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERA, AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
- B. INSTALL 15' 'T' STEEL POLE WITH TWIN MAST ARMS (70' x 50'), LED TRAFFIC SIGNAL HEADS, VIDEO DETECTION CAMERAS, AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
- C. INSTALL 15' 'T' STEEL POLE WITH 50' MAST ARM, LED TRAFFIC SIGNAL HEADS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS, VIDEO DETECTION CAMERA, AND SIGNS. (NOTE: 1-3" 90° PVC BEND).
- D. INSTALL 14' PEDESTAL POLE WITH BREAKAWAY BASE, SIGN, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNS. (NOTE: 1-3" 90° PVC BEND).



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

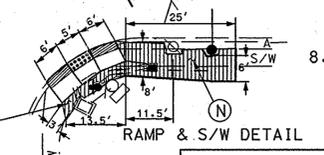
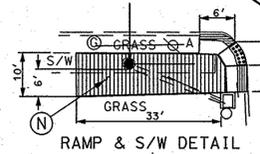
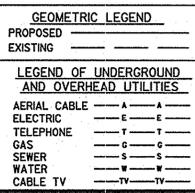


**CONSTRUCTION DETAILS conts.**

- E. INSTALL NEMA CONTROLLER WITH ALL NECESSARY EQUIPMENT HOUSED IN A BASE MOUNTED CABINET. (NOTE: 2-4" AND 2-2" 90° PVC BENDS).
- F. REMOVE EXISTING CURB, GUTTER AND RAMP. INSTALL RAMP 'MD STANDARD 655.12', AND BRICK PAVERS WITH DETECTABLE WARNING SURFACE THE LENGTH OF THE RAMP OPENING.
- G. REMOVE EXISTING PAVEMENT MARKING AND INSTALL PROPOSED THERMOPLASTIC PAVEMENT MARKING IN KIND.
- H. INSTALL 3" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- J. INSTALL 4" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- K. INSTALL 2" SCHEDULE 80 RIGID PVC CONDUIT- TRENCHED.
- L. INSTALL METERED SERVICE PEDESTAL EMBEDDED. (NOTE: 1-4" AND 2-2" 90° PVC BENDS).
- M. DETECTION ZONE FOR VIDEO CAMERA.
- N. REMOVE EXISTING SURFACE AREA AND INSTALL 5" CONCRETE SIDEWALK.
- O. INSTALL ELECTRICAL HANDHOLE.
- P. USE EXISTING HANDHOLE.
- Q. USE EXISTING CONDUIT.
- R. INSTALL PROPOSED GROUND MOUNTED SIGNS ON 4"x4" WOOD SIGN SUPPORT. REMOVE EXISTING SIGN AND SUPPORT IF REQUIRED.
- S. RELOCATE EXISTING GROUND MOUNTED SIGN AND SUPPORTS, IF REQUIRED.
- T. REMOVE EXISTING STRAIN POLE, ALL ATTACHED EQUIPMENT AND THE FOUNDATION 12" BELOW GROUND GRADE. BACK FILL, CAP AND ABANDON EXISTING CONDUIT.
- U. REMOVE EXISTING AND INSTALL PROPOSED OVERHEAD INTERCONNECT CABLE IN KIND.
- V. REMOVE EXISTING PHONE DROP.
- W. USE EXISTING UTILITY POLE NO. 166996, DISCONNECT EXISTING SERVICE, REMOVE EXISTING AND INSTALL PROPOSED INTERCONNECT CABLE DOWN THE POLE TO THE HANDHOLE AND UNDERGROUND TO THE CABINET. INSTALL 3" RISER TO POLE, REMOVE THE SELF SUPPORTING PART OF I/C CABLE.
- X. USE EXISTING UTILITY POLE NO. 516915, INSTALL A 2" AND 4" STUB 1' ABOVE GRADE AT THE BASE OF THE POLE FOR THE INSTALLATION OF THE PROPOSED PHONE DROP AND ELECTRICAL SERVICE.

**GENERAL NOTES:**

1. ALL UNDERGROUND UTILITIES SHOWN ON THE 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 PROPOSED TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT 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 SECTION, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THEN OR EQUAL TO 2%.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON 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.
5. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLES.
6. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
7. ALL PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS. ALL CROSSWALKS SHALL BE CENTERED ON THE HANDICAP RAMPS OR MEDIAN CUT THROUGH'S.
8. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK, AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.



**MM CENTURY ENGINEERING**  
 CONSULTING ENGINEERS - PLANNERS  
 10710 GILROY ROAD  
 HUNT VALLEY, MD 21031

APPROVALS	REVISIONS
 TEAM LEADER 3-26-08	
 ASST. DIR. CHIEF 3-26-08	
 DIRECTOR 3/26/08	

**SHA** STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 STATE HIGHWAY ADMINISTRATION  
 OFFICE OF TRAFFIC & SAFETY  
 TRAFFIC ENGINEERING DESIGN DIVISION  
 MD 150 (EASTERN BLVD) AND VIRGINIA AVE./ENT. MTA PARK & RIDE  
 ESSEX, MARYLAND

TRAFFIC SIGNAL PLAN			
SCALE 1" = 20'	DATE 3/26/2008	CONTRACT NO. AT3125185	
DESIGNED BY EMM	COUNTY BALTIMORE		
DRAWN BY EMM	LOGMILE 03015002.61		
CHECKED BY TMH	TMS NO. J025		
F.A.P. NO. SEE TITLE SHEET	TOD NO.		
TS NO. 4648	DRAWING - OF	SHEET NO. 1 OF 2	

PLOTTED: Tuesday, March 25, 2008 AT 05:56 PM  
 FILE: C:\TRANSDWG\25003\25003.35 MD 150 Virginia Ave\MVG-P001 MD 150 @VA.dgn

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