PROPOSED SIGNALS

1,2,5,6 — 12″ | 3,4,7,8,14 — 12″ | 9,12 — 12″/8″ | 10,13 — 12″ | 11 — 12″

14a,14b,14c,14d — VIDEO TRAFFIC DETECTION CAMERA

US 40 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION

PROPOSED SIGNS

15a,15b,16a,16b — Middle River Rd. D-3(1) Var X 16″ DUAL FACE

17,20 — LEFT TURN YIELD ON GREEN — R10-12 36″X42″

18,21 — ONLY — R3-5L 30″X36″

19 — ONLY — R3-5R 30″X36″

22 — EAST 40 — ASSOCIATED SHIELD ASSEMBLY 24″X51″

23 — WEST 40 — ASSOCIATED SHIELD ASSEMBLY 48″X75″

24 — WEST 40 — ASSOCIATED SHIELD ASSEMBLY 24″X51″

25 — EAST 40 — ASSOCIATED SHIELD ASSEMBLY 48″X75″

EXISTING SIGNS

26,30,34,35 — NO PARKING ANY TIME — R7-1(1) 12″X18″

28,32 — R4-7 24″X30″

27,31 — PULL TO STOP LINE FOR SIGNAL

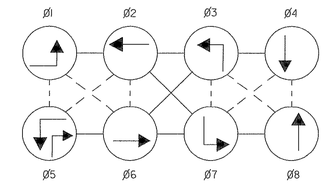
36 — ROAD NARROWS — W5-1 30″X30″

29 — EAST 40 SNOW EMERGENCY ROUTE — M3-2 24″X12 M1-4 24″X24″ R95-3 24″X24″

33 — WEST 40 SNOW EMERGENCY ROUTE — M3-4 24″X12 M1-4 24″X24″ R95-3 24″X24″

FLASHING OPERATION

NEMA PHASING



NEMA PHASING NOTES

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CROWN GAS STATION

ROYAL FARM GAS STATION

CITGO GAS STATION

SHELL GAS STATION (CLOSED)

MIDDLE RIVER ROAD

MIDDLE RIVER RD

US 40(PULASKI HWY)

RIGHT OF WAY LINE

SIDEWALK

BGE

VERIZON CATV

BGE 482043

BGE #61123

PROPOSED OVERHEAD POWER FEED

F.H.

TO BALTO CITY LINE

TO EBENEZER RD

CONSTRUCTION DETAILS

Ⓐ INSTALL SINGLE MAST ARM POLE 27′, 60′ MAST ARM WITH SIGNAL HEADS, SIGNS, VIDEO TRAFFIC DETECTION CAMERA AND LUMINAIRE AS SHOWN. (NOTE: 1-3″ SCHEDULE 80 PVC CONDUIT BEND IN FOUNDATION).

Ⓑ INSTALL SINGLE MAST ARM POLE 27′, 60′ MAST ARM WITH SIGNAL HEADS, SIGNS AND VIDEO TRAFFIC DETECTION CAMERA AS SHOWN. (NOTE: 1-2″, 2-3″ SCHEDULE 80 PVC CONDUIT BENDS IN FOUNDATION).

Ⓒ INSTALL SINGLE MAST ARM POLE 27′, 70′ MAST ARM WITH SIGNAL HEADS, SIGNS, VIDEO TRAFFIC DETECTION CAMERA AND LUMINAIRE AS SHOWN. (NOTE: 1-3″ SCHEDULE 80 PVC CONDUIT BEND IN FOUNDATION).

Ⓓ INSTALL SINGLE MAST ARM POLE 27, 50′ MAST ARM WITH SIGNAL HEADS, SIGNS AND VIDEO TRAFFIC DETECTION CAMARA AS SHOWN. (NOTE: 1-3″ SCHEDULE 80 PVC CONDUIT BEND IN FOUNDATION).

Ⓔ INSTALL NEW NEMA SIZE ′6′ BASE-MOUNTED CABINET WITH ALL NECESSARY EQUIPMENT. (NOTE: 2-2″, 2-4″ SCHEDULE 80 PVC CONDUIT BENDS IN FOUNDATION)

Ⓕ INSTALL HANDHOLE.

Ⓖ INSTALL MICROLOOP DETECTOR PROBES.

Ⓗ INSTALL 6 FT. X 6 FT. VEHICLE LOOP DETECTORS (4 TURNS).

Ⓘ INSTALL 4 INCH POLYVINYL CHLORIDE ELECTRICAL CONDUIT SCHEDULE 80 - TRENCHED.

Ⓙ INSTALL 3 INCH POLYVINYL CHLORIDE ELECTRICAL CONDUIT SCHEDULE 80 - TRENCHED.

Ⓚ INSTALL 2 INCH POLYVINYL CHLORIDE ELECTRICAL CONDUIT SCHEDULE 80 - TRENCHED.

Ⓛ INSTALL 4 INCH POLYVINYL CHLORIDE ELECTRICAL CONDUIT SCHEDULE 80 - BORED.

Ⓜ INSTALL 2 INCH POLYVINYL CHLORIDE ELECTRICAL CONDUIT SCHEDULE 80 - BORED.

Ⓝ INSTALL 1 INCH LIQUID TIGHT FLEXIBLE NON-METALIC CONDUIT FOR LOOP DETECTOR LEAD-IN.

Ⓞ USE EXISTING CONDUIT.

Ⓟ USE EXISTING HANDHOLE.

Ⓠ ABANDON EXISTING CONDUIT.

Ⓡ ABANDON EXISTING HANDHOLE.

Ⓢ REMOVE EXISTING CABINET.

Ⓣ REMOVE EXISTING STRAIN POLE, SIGNAL HEADS AND SIGNS.

Ⓤ REMOVE AND REPLACE EXISTING SIDEWALK.

Ⓥ VIDEO IMAGING VIRTUAL LOOP LOCATION (TO BE CONFIGURED BY SHA).

Ⓦ DISCONNECT EXISTING INTERCONNECT CABLE FROM EXISTING CABINET. PULL CABLE BACK TO EXISTING HANDHOLE LABELED 'a'. REROUTE TO PROPOSED BASED MOUNTED CABINET.

UTILITY LEGEND

G—G GAS MAIN
W—W WATER MAIN
S—S SEWER MAIN
E—E ELECTRIC CABLES
A—A AERIAL CABLES
T—T TELEPHONE CABLES

GENERAL NOTES

1. ALL NEW EQUIPMENT SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE REMOVAL OF ANY EXISTING EQUIPMENT.
2. REVISION "E" IS A REVISION TO THE TRAFFIC CONTROL SIGNAL BUILT IN 1972 UNDER SHA CONTRACT NO. B-284-485.
3. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE REPONSIBLE FOR NOTIFYING UTILITY COMPANIES 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 APPROPRIATE PROJECT ENGINEER IMMEDIATELY.

CENTURY ENGINEERING, INC.
CONSULTING ENGINEERS – PLANNERS
32 WEST ROAD
TOWSON, MARYLAND 21204

REVISIONS	APPROVALS
Ⓒ 4/23/01 REBUILD SIGNAL USING MAST ARMS SHA NO. XX1005485	ORIGINAL
Ⓓ 2/00 REPLACE FAILED DETECTION SHA NO. 23854126026	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
C 2/20/92 INSTALL E/P ON SIDE STREET APPROACHES. AS-BUILT.	ON
B 7/25/91 INSTALL LOOP DETECTORS ON SIDE STREETS AND LANE CONTROL SIGN	ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	FILE
	DIRECTOR, TRAFFIC & SAFETY

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

SIGNALIZATION PLAN

US 40 (PULASKI HIGHWAY) AND MIDDLE RIVER ROAD
MIDDLE RIVER, MARYLAND

DRAWN BY:	L.T. & B.T.	F.A.P. NO.	T-8007(19)	TS NO.	628(E)
CHECKED BY:		S.H.A. NO.	BA358A5K/B5K		
SCALE:	1″= 20	COUNTY:	BALTIMORE	T.I.M.S. NO.	E435
DATE:	7-20-72	LOG MILE:	0300401913	SHEET NO.	1 OF 2

o:*transdwg*97006*58*e345gp01.dgn 05 JUN 2001