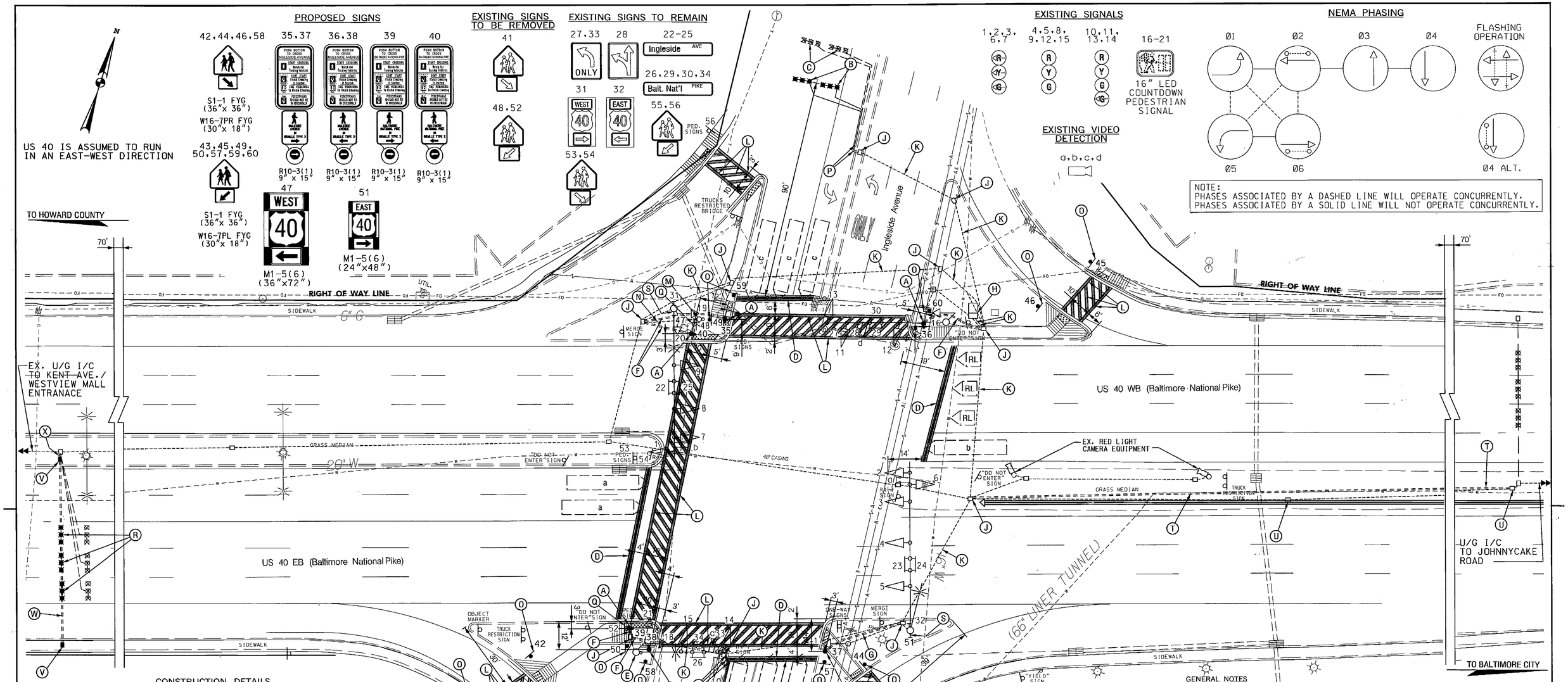

CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE (CUT TO 5 FT.) WITH MODIFIED BREAKAWAY BASE STANDARD NO. MD 801.01-01, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH R10-3(1) SIGN. (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
B. INSTALL MICRO LOOP PROBE SET.
C. ABANDON EXISTING MICRO LOOP PROBE SET.
D. INSTALL 24 IN. WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
E. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND SIGN FROM STEEL POLE. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
F. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
G. REMOVE EXISTING CONCRETE SIDEWALK AND INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. REPLACE 5 INCH CONCRETE SIDEWALK.
H. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN 2 WIRE CENTRAL CONTROL UNIT.
J. USE EXISTING HANDHOLE.
K. USE EXISTING CONDUIT.
L. INSTALL 12 IN. WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.
M. REMOVE EXISTING PEDESTAL POLE. REMOVE AND DISPOSE OF FOUNDATION 12 IN. BELOW GRADE.
N. CAP AND ABANDON EXISTING CONDUIT.
O. INSTALL GROUND MOUNTED SIGN ON ONE(1) 4 IN. x 6 IN. WOOD POST SUPPORT.
P. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT. (FOR DETECTOR WIRE SLEEVE)
Q. REMOVE EXISTING GROUND MOUNTED SIGN.
R. NON-INVASIVE MICRO LOOP PROBE SET INSTALLED UNDER INTERCONNECT PLAN.
S. INSTALL SHIELD ASSEMBLY SIGN ON EXISTING SIGNAL POLE.
T. 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED INSTALLED UNDER INTERCONNECT PLAN.
U. HANDHOLE REMOVED. EXISTING CONDUIT CAPPED AND ABANDONED UNDER INTERCONNECT PLAN.
V. HANDHOLE INSTALLED UNDER INTERCONNECT PLAN.
W. 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED. INSTALLED UNDER INTERCONNECT PLAN.
X. 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. INSTALLED UNDER INTERCONNECT PLAN.

GENERAL NOTES

1. 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.
2. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
6. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL 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" x 60" 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 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.
11. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
12. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
13. PRIOR TO ANY IMPACTS TO THE OPERATION AND/OR EQUIPMENT ASSOCIATED WITH THE RED LIGHT CAMERA, THE CONTRACTOR MUST CONTACT BALTIMORE COUNTY POLICE CPT. CHARLES SCHRUHL AT (410)887-7361 OR EMAIL CSCHRUHL@BALTIMORECOUNTYMD.GOV.
14. FOR FINAL PAVEMENT MARKINGS AND PROPOSED SIGNAGE, OTHER THAN THOSE DETAILED ON THE PLAN, REFER TO THE CONTRACT DOCUMENTS. ALL PAVEMENT MARKINGS AND PROPOSED SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
SAN — SEWER MAIN
E — ELECTRIC CABLES
AERIAL CABLES
T — TELEPHONE CABLES
FO — FIBER-OPTIC

PREPARED BY
URS
HUNT VALLEY, MARYLAND

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

US 40 (BALTIMORE NATIONAL PIKE) AND INGLESIDE AVENUE
CATONSVILLE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE 10/23/2009 CONTRACT NO. B3495175

DESIGNED BY D. Doda
DRAWN BY D. Doda
CHECKED BY
F.A.P. NO.
COUNTY BALTIMORE
LOGMILE 03004002.85
TIMS NO.
TOD NO.

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

REVISIONS
(E) UPGRADE SIGNAL TO APS & CPS CONTRACT SHA NO. BA8775177 TIMS # K132 9/2011
URS CJS SDY PDB MLP 9/2011 R.H.
(D) RED LIGHT CAMERA INSTALLATION UPGRADE TIMS K232 SHA. NO. 12/2009
MLH CJS

TS NO. 587 E | DRAWING SP-1 OF SP-2 | SHEET NO. 24 OF 36

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BY: lichun_yeh