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

[1] PROPOSED SIGNS

29,31 — Croydon RD — D3-2 DUAL FACED VAR.x 16"

33 — Liberty RD EAST MARYLAND 26 WEST — M95-1(MOD) VARx 42"

32 — Liberty RD WEST MARYLAND 26 EAST — M95-1(MOD) VARx 42"

24,28 / 23,27 / 17,20 / 19,21 — R10-4(1) [1] MOD 9"x12" NEW

NAVIGATOR [1] PEDESTRIAN PUSHBUTTON AND SIGN

[1] PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBER

[1] RENUMBERED FOR THE COORDINATION OF OPERATION WITH BUCKINGHAM ROAD SEE SHEET # 16

[1] PROPOSED LED SIGNAL HEADS

1 — 12" 8"

2 — 12"

3,9,10,11,12,13,14 — 12"

17,19,20,21,23,24,27,28 — [1] CHANGE 16" COUNTDOWN

NEMA PHASING

Ø1, Ø2, Ø4, Ø4 ALT, Ø6, Ø8, Ø8 ALT

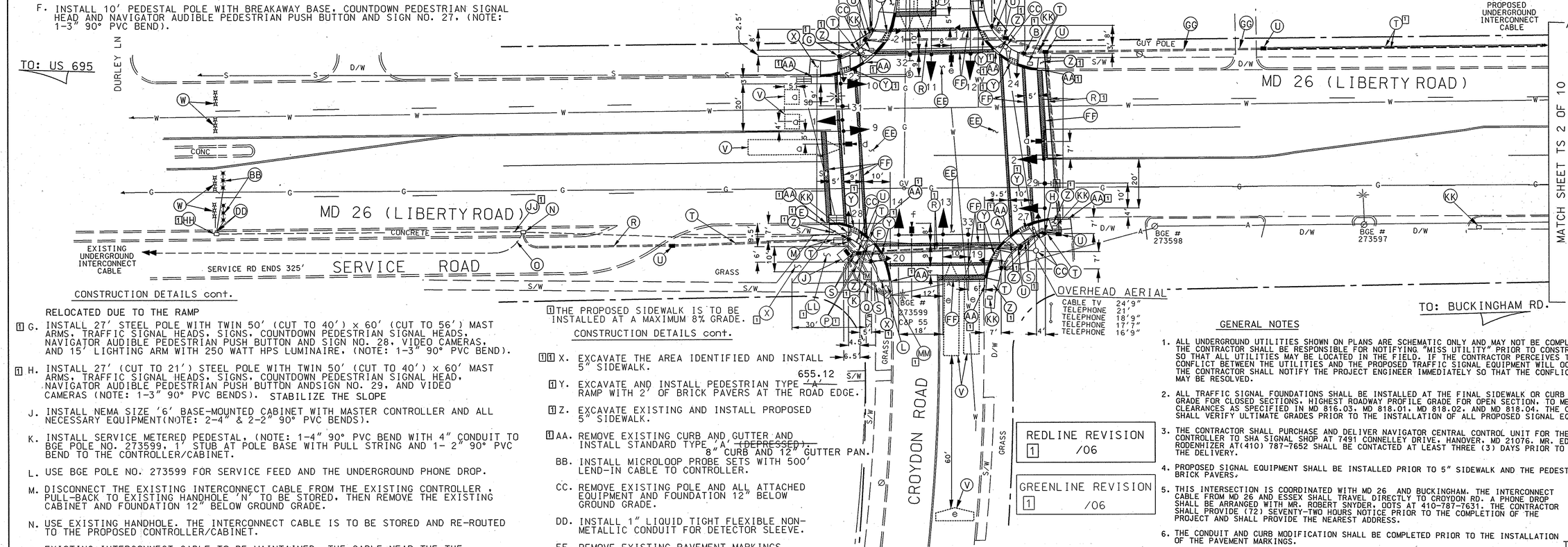
CROYDON | BUCKINGHAM — FLASHING OPERATION

[1] a,d,e,f VIDEO DETECTOR CAMERA

DETECTOR ZONE

M METERED SERVICE PEDESTAL

[1] 2' BRICK PAVERS



CONSTRUCTION DETAILS

A. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 22, (NOTE: 1-3" 90° PVC BEND).

[1] B. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 23, (NOTE: 1-3" 90° PVC BEND). STABILIZE THE SLOPE

[1] C. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 24, (NOTE: 1-3" 90° PVC BEND). STABILIZE THE SLOPE

[1] D. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 25, (NOTE: 1-3" 90° PVC BEND). RELOCATED DUE TO THE RAMP

[1] E. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 26, (NOTE: 1-3" 90° PVC BEND). RELOCATED DUE TO THE RAMP

F. INSTALL 10' PEDESTAL POLE WITH BREAKAWAY BASE, COUNTDOWN PEDESTRIAN SIGNAL HEAD AND NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 27, (NOTE: 1-3" 90° PVC BEND).

CONSTRUCTION DETAILS cont.

RELOCATED DUE TO THE RAMP

[1] G. INSTALL 27' STEEL POLE WITH TWIN 50' (CUT TO 40') x 60' (CUT TO 56') MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS, COUNTDOWN PEDESTRIAN SIGNAL HEADS, NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON AND SIGN NO. 28, VIDEO CAMERAS, AND 15' LIGHTING ARM WITH 250 WATT HPS LUMINAIRE, (NOTE: 1-3" 90° PVC BEND).

[1] H. INSTALL 27' (CUT TO 21') STEEL POLE WITH TWIN 50' (CUT TO 40') x 60' MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS, COUNTDOWN PEDESTRIAN SIGNAL HEAD, NAVIGATOR AUDIBLE PEDESTRIAN PUSH BUTTON ANDSIGN NO. 29, AND VIDEO CAMERAS (NOTE: 1-3" 90° PVC BENDS). STABILIZE THE SLOPE

J. INSTALL NEMA SIZE '6' BASE-MOUNTED CABINET WITH MASTER CONTROLLER AND ALL NECESSARY EQUIPMENT(NOTE: 2-4" & 2-2" 90° PVC BENDS).

K. INSTALL SERVICE METERED PEDESTAL, (NOTE: 1-4" 90° PVC BEND WITH 4" CONDUIT TO BGE POLE NO. 273599, 1' STUB AT POLE BASE WITH PULL STRING AND 1- 2" 90° PVC BEND TO THE CONTROLLER/CABINET.

L. USE BGE POLE NO. 273599 FOR SERVICE FEED AND THE UNDERGROUND PHONE DROP.

M. DISCONNECT THE EXISTING INTERCONNECT CABLE FROM THE EXISTING CONTROLLER , PULL-BACK TOL EXISTING HANDHOLE 'N' TO BE STORED. THEN REMOVE THE EXISTING CABINET AND FOUNDATION 12" BELOW GROUND GRADE.

N. USE EXISTING HANDHOLE. THE INTERCONNECT CABLE IS TO BE STORED AND RE-ROUTED TO THE PROPOSED CONTROLLER/CABINET.

O. EXISTING INTERCONNECT CABLE TO BE MAINTAINED. THE CABLE NEAR THE THE CONTROLLER/CABINETSHALL BE RE-ROUTE TO THE PROPOSED CONTROLLER/CABINET.

[1] P. INSTALL 2" SCHEDULE 80 PVC CONDUIT - TRENCHED FOR SERVICE FEED.

Q. INSTALL 2" SCHEDULE 80 PVC CONDUIT - TRENCHED FOR PHONE DROP.

[1] R. INSTALL 4" SCHEDULE 80 PVC CONDUIT- SLOTTED.

[1] S. INSTALL 4" SCHEDULE 80 PVC CONDUIT -TRENCHED

[1] T. INSTALL 3" SCHEDULE 80 PCV CONDUIT -TRENCHED.

U. INSTALL ELECTRICAL HANDHOLE.

V CAMERA DETECTOR ZONE.

W. DISCONNECT AND ABANDON EXISTING PROBES.

[1] THE PROPOSED SIDEWALK IS TO BE INSTALLED AT A MAXIMUM 8% GRADE.

CONSTRUCTION DETAILS cont.

[1] X. EXCAVATE THE AREA IDENTIFIED AND INSTALL 5" SIDEWALK.

[1] Y. EXCAVATE AND INSTALL PEDESTRIAN TYPE ~~'A'~~ RAMP WITH 2' OF BRICK PAVERS AT THE ROAD EDGE.

[1] Z. EXCAVATE EXISTING AND INSTALL PROPOSED 5" SIDEWALK.

[1] AA. REMOVE EXISTING CURB AND GUTTER AND INSTALL STANDARD TYPE 'A' ~~(DEPRESSED)~~, 8" CURB AND 12" GUTTER PAN.

BB. INSTALL MICROLOOP PROBE SETS WITH 500' LEND-IN CABLE TO CONTROLLER.

CC. REMOVE EXISTING POLE AND ALL ATTACHED EQUIPMENT AND FOUNDATION 12" BELOW GROUND GRADE.

DD. INSTALL 1" LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.

EE. REMOVE EXISTING PAVEMENT MARKINGS, NOT SHOWN.

FF. INSTALL PROPOSED PAVEMENT MARKINGS, AS INDICATED.

GG. INSTALL 4" SCHEDULE 80 PVC CONDUIT - BORED.

[1] HH. USE EXISTING HANDHOLE. REMOVE EXISTING UN-USED CABLES

[1] JJ. USE EXISTING CONDUIT. REMOVE EXISTING UN-USED CABLES

KK. REMOVE EXISTING HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.

[1] LL. GRADE, TOPSOIL AND SOD EXCAVATED AREA.

[1] MM. REMOVE EXISTING STEPS, GRADE, TOPSOIL, AND SOD.

GENERAL NOTES

1. ALL UNDERGROUND UTILITIES SHOWN ON 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. THE CONTRACTOR SHALL PURCHASE AND DELIVER NAVIGATOR CENTRAL CONTROL UNIT FOR THE CONTROLLER TO SHA SIGNAL SHOP AT 7491 CONNELLEY DRIVE, HANOVER, MD 21076. MR. EDWARD RODENHIZER AT(410) 787-7652 SHALL BE CONTACTED AT LEAST THREE (3) DAYS PRIOR TO THE DELIVERY.
4. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO 5" SIDEWALK AND THE PEDESTRIAN BRICK PAVERS.
5. THIS INTERSECTION IS COORDINATED WITH MD 26 AND BUCKINGHAM. THE INTERCONNECT CABLE FROM MD 26 AND ESSEX SHALL TRAVEL DIRECTLY TO CROYDON RD. A PHONE DROP SHALL BE ARRANGED WITH MR. ROBERT SNYDER, DOTS AT 410-787-7631. THE CONTRACTOR SHALL PROVIDE (72) SEVENTY-TWO HOURS NOTICE PRIOR TO THE COMPLETION OF THE PROJECT AND SHALL PROVIDE THE NEAREST ADDRESS.
6. THE CONDUIT AND CURB MODIFICATION SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.

TS 1 OF 10

REDLINE REVISION [1] /06

GREENLINE REVISION [1] /06

UTILITY LEGEND

G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
DC	BURIED CABLES
SD	STORM DRAIN

CENTURY ENGINEERING
CONSULTING ENGINEERS – PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031
Phone: (410) 823-8070 Fax: (410) 823-2184

REVISIONS

E	RECONST. TO MAST ARMS. ADD VIDEO CAMERAS & AUDIO PED'S SHA NO. BA 4845176 R[1]TIMS NO. 0503				12/6/05
EMH	TH				
D	INSTALL MD 26 DETECTORS				7/94
SEW					
C	ADD E/P LT WESTBOUND				5/88
GMP	SEW				
B	STEEL POLE, LOOPS, AND 12" HEADS				8/77
MSF	CPN				

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

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

TRAFFIC SIGNAL PLAN
MD 26 AT CROYDON ROAD

DRAWN BY:	E.L.FEIST	F.A.P. NO.		TS NO. 4436E	SHEET NO.
CHECKED BY:	XXXXX	S.H.A. NO.	?		
SCALE:	1" = 20'	COUNTY:	BALTIMORE	T.I.M.S. NO. 0503	15 OF 28
DATE:	1/26/68	LOG MILE:	03002608.50		

THISISWHERE$YOUR$FILENAME$WILL$PLOT THIS$SPACE$ISFORTHE$DATE